VOLUME IX NUMBER 47

WEST

Cycle News

December 5, 1972

35¢

48 PAGES

America's Largest Weekly Motorcycle Circulation

361st ISSUE

The World's Biggest Motorcycle Race

Introducing Two New Bikes: Honda 250 Elsinore & GRM Trials

It was Ake's win again: eight in a row in the TransAMA 500 International class. Seldom has a rider so thoroughly dominated a season in the final results as Ake Jonsson on his factory Maico.

Newspaper
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HANDY SUBSCRIPTION COUPON ON PAGE SIX

Roberts, Scott Battle for Golden State Title

Dan Mandity Photos.

HALF-MILE
Ascot Park
Gardena, Calif.
Nov. 26, 1972
by Maureen Lee

TROPHY DASH

Dave Aldana	Nor
Terry Dorsch	Tri
Ed Mulder	Tri
Tom Rockwood	Tri

JR MAIN

Tom Horton	Tri
Larry Gino	Tri
Tom White	Tri
Terry Moriarty	Tri
Ron Powell	Tri

NOV MAIN

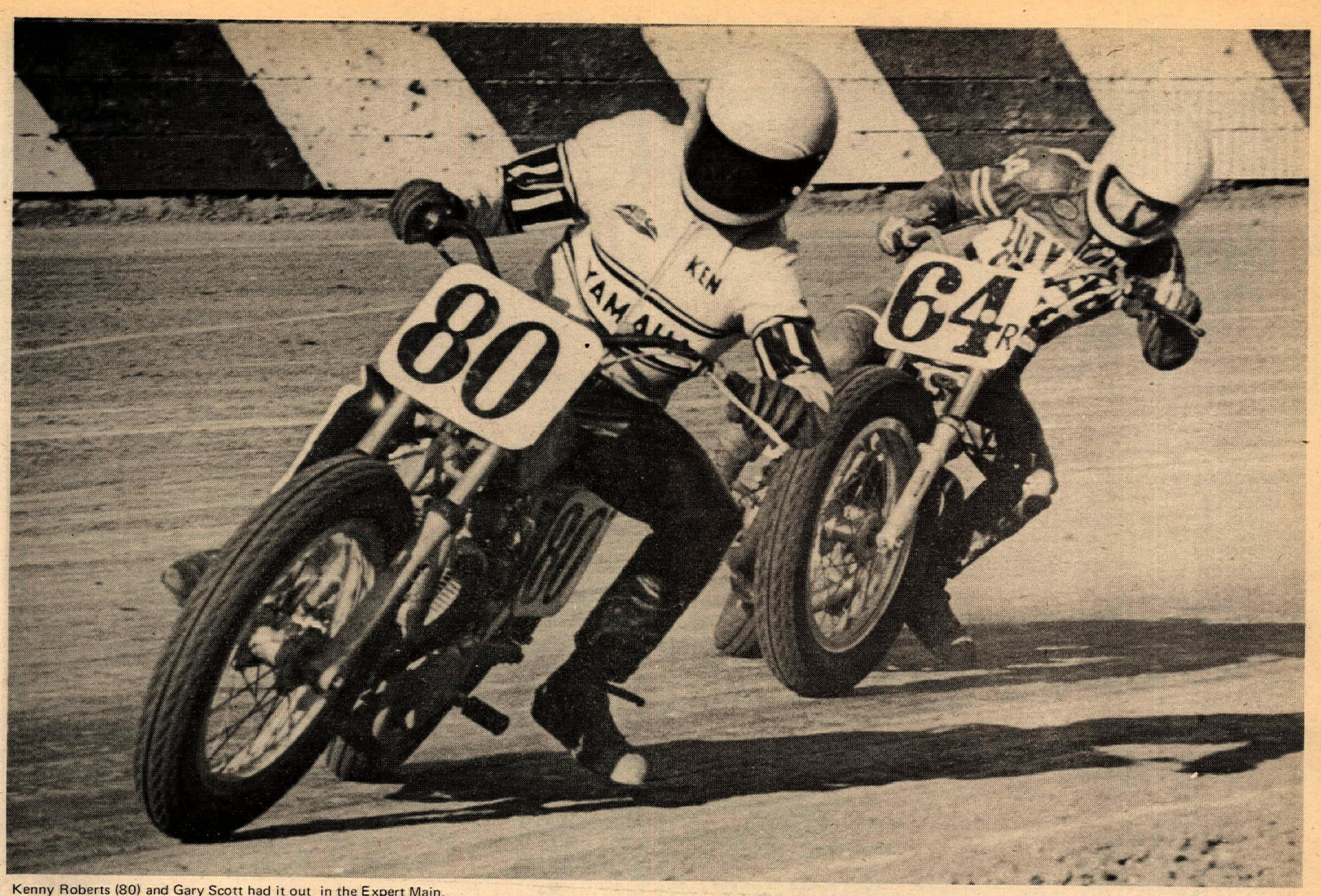
Rob Morrison	Bul
Danny Hockie	Oss
Bruce Hanlon	Yam
Randy Bailey	Yam
Bryan Long	Bul

EX MAIN

Ken Roberts	Yam
Gary Scott	Tri
Ron Moore	Tri
Dave Aldana	Nor
Ed Wirth	Yam
Ed Mulder	Tri
Jim Odom	Yam
Tom Rockwood	Tri
Don Castro	Yam
DeWayne Keeter	H-D

Eddie Mulder leads Tom Rockwood (88), Dave Aldana, Frank Gillespie (76), and Terry Dorsch (22) in the Semi.

Novice winner Bob Morrison leads Randy Bailey (17R), Hank Scott (20R), and Danny Hockie (45X).



Kenny Roberts (80) and Gary Scott had it out in the Expert Main.

by Maureen Lee

GARDENA, CAL., Nov. 26, 1972 – For three weeks now the traditional end to the Ascot racing season, the Golden State Championship has been rained out, but finally, this afternoon it made it.

In years past there was a bit more glamour to the event, climaxing in a banquet where the high point awards for the season were given away. Fans, racers' wives, their friends and others who were part of the Ascot scene got in for a modest sum, and I think the riders themselves only had to pay something like 50 cents extra at sign-up if they wished to attend -- and most did! It was one of the social events of the year.

Maybe all the unfortunate cancellations did it, but this year the crowd was really down attendance-wise. At one point a wag remarked that there were more Experts in the pits than people in the stands. It was bad, and a great season shouldn't have to droop off like that. The people who didn't come missed some good racing.

The Ascot surface, for flat track purposes, isn't good during the day, especially when the sun shines. It beats down into a hard asphalt-like groove, cutting the times down and doing away with the fancy sliding the troops can do at night.

There were three Novice heats. The first went to Randy Bailey (Yam) who had no troubles winning it. The second was Danny Hockie's (Oss) and he really put the distance between himself and the others. In the third was when the lifting-the-front-wheel business started. After a real bad jump off which ended with four riders being put back, it was Rob Morrison on his Bultaco lifting it up on both straights, and setting the fastest heat time while doing it, 2:11.82.

In the Junior Division heats Dennie Kanegae clipped another rider's rear wheel and went out but under full control, but not gaining him a place in the program. In the second heat it was Ivan Shigemasa (Tri), Larry Gino, and Ron Powell who put on the show. They'd come up tight together on the turns but couldn't get around each other. With that groove, caution was the better part of bravery.

The Experts transferred two to the main from three heats. Eddie Wirth on a good looking Yamaha took the first one, Kenny Roberts (Yam) the second, and Ron Moore on a Triumph the third with a good wheelie at the checkered flag.

That left a lot of good Experts to sort it out in the semi which was good enough to be a Main event. Terry Dorsch, who had set the fastest qualifying time of 24.97 (night times are in the 22 second brackets) went up against Keith Mashburn, Dave Aldana, Frank Gillespie, Eddie Mulder and Don Castro.

Eddie Mulder took the lead with Tom Rockwood right on his heels and showed a classic rear wheel slide when Tom attempted to pass him on the outside. He didn't get around (not with that groove) and had to settle for second place with Dave Aldana (Nor) and Don Castro behind him.) Terry Dorsch and Frank Gillespie went at it but couldn't transfer with Dorsch ending first alternate.

In the trophy Dash it was Aldana off the line first, a lead he kept. After the race he said, "If you don't get off the line first, you're in trouble." Amen. Another rider who put that philosophy to the best advantage was Terry Moriarty in the Junior semi. He literally flew off the line and just couldn't be caught.

In the Junior main it was the same principle again. Tom Horton got the drop on them with Larry Gino right behind him. In an early lap Shegemasa flopped right in a cloud of riders but no one else went down although things were pretty tight. Up front it was still Horton. The riders weren't gaining on each other on the straights showing the care they had to take in the turns. The real battle was between Ron Powell and Terry Moriarty who were dicing behind Tom White. Powell was determined to pass Moriarty but it was no go, Terry held the groove and that was it.

The Expert main showed one thing. Two riders, Gary Scott and Kenny Roberts had figured out the fastest way to get around the track, the styles were a bit different but it ended up the quickest way.

Scott took the lead but Roberts, in second, wasn't fooling around. There's quite a difference between pitching it sideways and speedwaying a bike and that's what Kenny was doing. He was literally leading with that rear wheel in the effort to catch Scott.

Ron Moore got into third and held it while Eddie Wirth and Dave Aldana sorted themselves out behind for the eventual fifth and fourth place positions and in the remaining laps Eddie Mulder came up to really challenge Wirth.

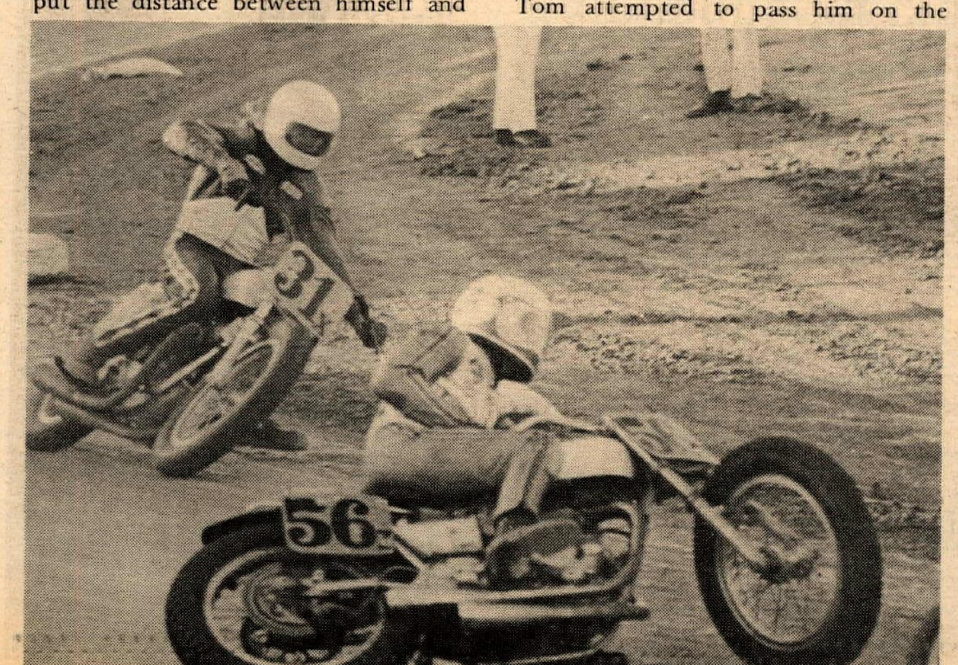
But up front was where the action was. On lap 11 going into the south turn, Roberts went under Scott and took the lead, only to be passed back on the same lap in the north turn. Whew!

Roberts' technique changed a bit and when he did re-pass Scott it was a classic in styles as they came into the turn. Gary was sliding feet up on the pegs and Kenny was road racing it, and gained the advantage. Sheer delight for real flat track fans.

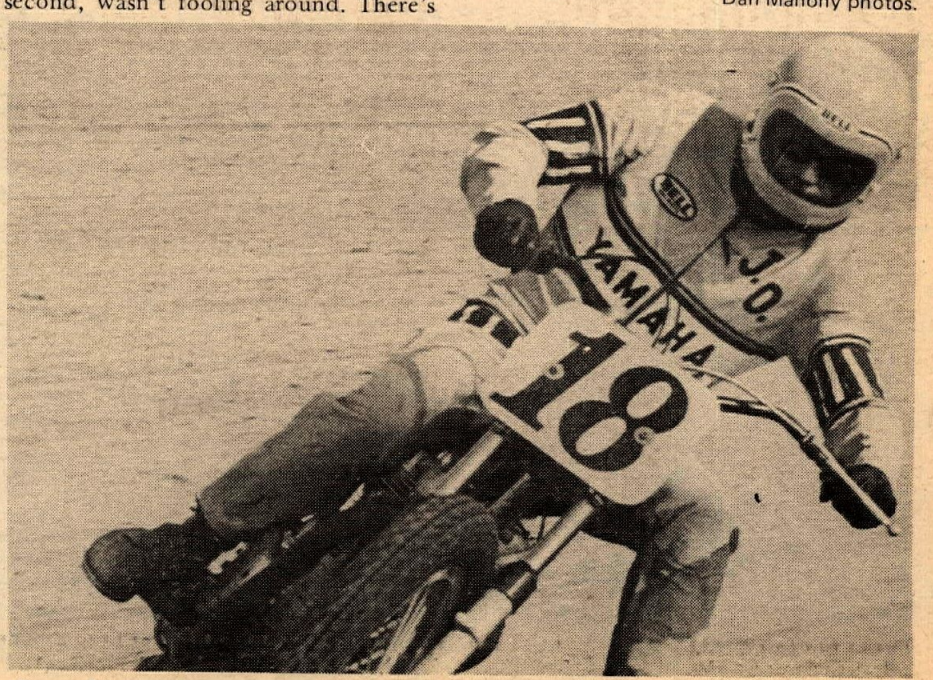
In the Novice Main, two singles beat the twins as Rob Morrison (Bul) and Danny Hockie took the measure of Bruce Hanlon and Randy Bailey on Yamaha twins.

The day ended with no one allowed in the pits due to a evening car race and the presentation of the Ascot Trophies. J. C. Agajanian awarded them to Dave Aldana in the Expert division, Tom Horton for Junior, and Rob Morrison, Novice. Wait 'til you see the racing next year with all these riders moving up into their next division!

Dan Mahony photos.



Last year's Novice state champ Ivan Shigemasa loses his chance for a repeat as a Junior as he rear wheel locks up in turn one.



Jimmy Odom made a return appearance at Ascot.

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VOICES OF THE WEST

RE-DETONATION

Recently, we came across an article by Amos Gardlin in the September 6 issue of *Cycle News* ("Detonation, Part 2..."). While Mr. Gardlin does a fine job of converting a somewhat difficult subject to good, readable laymanese, our research and development people questioned several points in the story.

Mr. Gardlin states that engine knock will cause a loss in power output. While knock is, of course, unwanted, research work conducted by American Oil Company indicates that "under ordinary circumstances, knock never causes loss in power output."

While Mr. Gardlin is entitled to his opinion, his appeal to your readers to "never use no-lead" seems to be founded on his belief that it "sticks up the rings and is suspected of causing holes to burn in the piston tops." Word here is that this statement is simply untrue. Our scientists responded to Mr. Gardlin's claims in this fashion:

"There is no component in lead-free fuel that would cause ring sticking, and, in fact, *the use of lead-free fuels will probably reduce the tendency of ring sticking* in that lead components are eliminated from the combustion chamber.'" (Italics are mine.)

Although some two-cycle engine manufacturers have claimed that phosphorus in unleaded gasoline could result in piston damage, you might like to know that our lead-free fuels do not contain this additive. In fact, our unleaded gasolines have the same additive packages used in our leaded gasolines; namely, AMOTONE.

Our researchers tell me that gasoline does not separate in storage, and wondered at Mr. Gardlin's statement that "gasoline begins to separate after approximately two weeks." According to product development people here, "today's motor gasolines may be stored for extended periods without noticeable effects of oxidation."

Since your readers – and Mr. Gardlin – are obviously interested in engine maintenance, I'm sending along an SAE paper, "Saving Maintenance Dollars With Lead-Free Gasoline." It might answer some questions posed by readers intrigued by Mr. Gardlin's stand on the subject.

WILLIAM C. ADAMS
Manager, Media Services
American Oil Company

The Society of American Engineers – published paper reflected a survey regarding cost per gallon of maintaining cars using the unleaded and leaded gases. Costs with unleaded gas were lower. It has been established for some time in racing circles that American gasolines produce honest power boosts without significant carbon buildup. Too bad they aren't more widely available in the Western U.S....Ed.

THERE ARE OTHER THINGS IN LIFE

Ron Schneiders' November 11 "Gambit" was the most intelligent, enlightened, and humane piece of writing I have seen in reading six months of Cycle News. I only hope that there are many other cycle enthusiasts who can put things into Schneiders' perspective. Motorcycling is great, but life is more than just motorcycling. Important as this activity may be to one's livelihood or recreation, it pales in comparison to such problems as war, inflation, unemployment, government corruption, and the clear and obvious deterioriation of our natural environment. If we don't give first priority to these great problems, even at some sacrifice to the sport we love, our motorcycles will provide us with cold comfort.

BOB BRONSON
Sacramento, Calif.

ENDURO CHAMP

Your idea of a National Enduro Champion being decided on four or five events is very good. That these events be open only to qualified riders is also a good idea.

I see two major problems that would have to be solved before your ideas could be realized. The first problem is the present non-standardization of enduros and second is the lack of any efficient rider ranking. I feel, as you do, that the AMA has the potential to organize and run a National Enduro schedule. The AMA could require a standard set of rules for the running of qualifying and Championship enduros. This is something that is presently non-existent in our California enduros. The AMA could provide for enduro rider ranking at the District and National Level, again something that isn't being done at present. These problems do not seem insurmountable and maybe with enough urging from the enduro community something will happen not only to give us a true National Enduro Champion but also improve all enduros.

RON RILEY
CERA North
San Juan Bautista, Calif.

Anyone with additional ideas on the National Enduro scene should contact Ron and/or the AMA...Ed.

IN DEFENSE OF LAS VEGAS

Often when I read motorcycle articles in magazines I don't let them "shake me up" as I feel most people writing them are trying to get some recognition in the first place. And rightly so, that's their learning and how else would they get to be known. Right!

I just couldn't pass by your article (The National Papers) without a word of fairness to a lot of great people in our sport.

You are really so wrong in your assumptions of the so called old adage of "If it was OK last year its good enough for this years" in connection with the old Competition Committee. That attitude was never taken by these people. They were and still are real dedicated motorcycle people; even tho they are "non voting honorary members" today. Unfortunately some are not honorary members, only because they were not members at the closing of the old Competition Committee in Miami Florida several years ago. This to me was a bit unfair as all in previous years had worked very hard for the Competition Committee. I personally felt they all should have been made honorary members.

These people are still giving of their own time and money for what they believed in to help our sport. How can anyone put them down? I'm sure they wouldn't if they realized all the time and hard work they had contributed.

Whether anyone wants to believe it or not, they were the back bone of our sport today; it didn't just happen. They tried to work for the good of all.

It disturbs me at great length to think that people would ever suggest that the old "Competition Committe met at numerous parts of the country to renew old friendships". The reasons for having the meetings in different places was to be fair to the people in those areas. These people didn't have to renew friendships at Competition Committee meetings, they saw each other all thru the year at the different races, carrying on their voluntary help wherever needed with our compensation.

Thats dedication! and love of our sport in my book.

In behalf of our new AMA Congress, we have another great group of hard working people. Believe me, I've seen them in action. Its a proud feeling to know we have young people that are willing to carry on for the great sport of motorcycling – Good luck in your future meetings.

MISS JUDY HORKY

DEAR JEALOUS

I find an occasional picture in Cycle News of a girl wearing a midriff blouse rather refreshing. I know several girls that wear that type of clothes and I don't consider them featherbrained sex objects. Most of my friends feel the same way.

Don't get me wrong. I've seen a couple of girls in leathers that were pretty cute and I even thought Theresa Martin was kind of sexy in hers. I really hate to shock you, but I did happen to see Theresa in a bikini top and the bottoms to her leathers between races at Bakersfield Speedway last summer!

I like girls no matter what they have on.

TOM
Dist. 37
South Gate, Calif.

FREE MEDICARD – GET YOURS NOW

The Little Company of Mary Hospital in Torrance, has printed, as a public service, hospital consent cards for minors or adults. These cards authorize emergency room treatment at any California hospital. There is room on these cards to list any allergies, special medical problems, family physician, etc.

The Torrance Traffic Commission Cycle Awareness Committee gave these away at the Cycle Safety Clinic at Ascot, October 28th. Readers interested in obtaining cards can send a self addressed stamped envelope to Little Co. of Mary Hospital, Community Relations, 4101 Torrance Blvd., Torrance, Ca. 90503. The cards are free, but you must send a stamped, addressed envelope.

The Cycle Awareness Committee is proud of the City of Torrance for its role in cycle safety and for it's leadership and interest. Little Co. of Mary Hospital has shown it's concern by taking an active part in our safety program.

BARBARA HONEYCUTT
Secretary
Cycle Awareness Committee
ad hoc to the Torrance Traffic Commission

ARISE AND AMASS

I was wondering if you had a list of names and address of clubs for Desert racers in the Burbank area. I would appreciate having this list and also how would I go about joining one of these clubs.

I am a 15 year old High School student and I race desert. A group of guys like myself and a few police officers are trying to open our hills for riding and I would appreciate any ideas anyone might have about fighting City Hall and Opening this land for dirt bike riding. But as of now all we have had is a mini-bike course which was too expensive and too hard to pass equipment inspection (muffler, speed govenors, ect.) so it flopped on its face.

JIM SLOAN
920 Grinnell Dr.
Burbank, Calif. 91501

Listing clubs in the valley area is no small task. Hopefully they might get in touch with you now...Ed.

HEY, YOU GUYS!

On the Preview of the Trial de Espana: First, you didn't say that it was a preview. It was. The Trials won't be until December 10.

Second, the chairman's name was spelled wrong: it is Vic Conaway.

Third. Those pictures aren't mine, as the article would lead one to believe. Properly, credit should be given to Red Richardson.

You wanna' tell folks the straight story?

ALICE RHEA
Santa Ana, Calif.

We knew all that...Ed.

Skinny Wheels at Ascot-- Nutter,Konle Winners

by John Bethea/Creative Images
Photos by Dan Mahony

GARDENA, CAL., Nov. 24, 1972 – Speedway on the half-mile finally got underway at Ascot after several rainouts, but not to the joy and shouting of Steve Gresham or Scott Autrey. They appeared to be the fastest, but that wasn't enough as both spilled hard to end their chances. In fact, Gresham went down three times in turns three and four.

His first two spills came in practice and both were pretty heavy but Steve managed to limp away. He then began to progress through the program with a cautionless air that had his fellow racers scratching their heads in dismay. That is, until he and big Mike Konle faced off in their scratch heat.

Gresham went wild again, slamming into the turns with full-lockers but Konle, who wasn't riding conservatively either, was right there and when Steve drifted wide in turn two of lap three Mike whooped him.

Enough of that. Steve went into the Scratch Semi and returned to winning ways again, besting Sonny Nutter. Having already etched his name onto the Handicap Main card, Steve looked in bright shape for a possible double win.

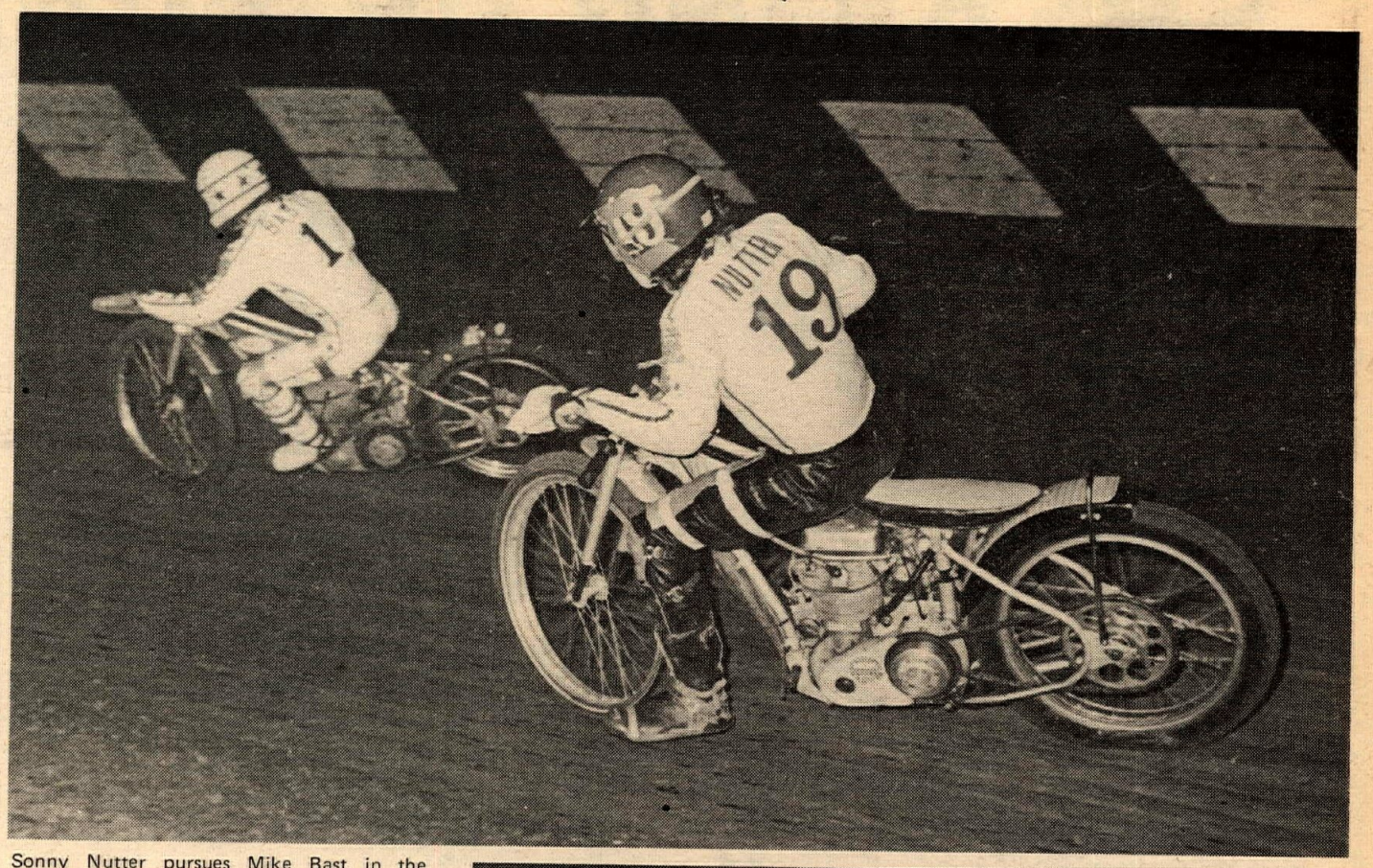
Then there was Scott Autrey, who had wowed the crowd during practice. All the way around, flat out, never shut off, sending up rooster-tails that would make the bravest of flat-trackers shudder.

Right away, in event one, the Handicap heat, Scott came off the 30-yard line and passed them all as he went into lap two. He was flat haulin' as he climbed to an incredible lead picking up the white flag. Then, womp, the engine went to sleep and Scott slowed to a stop at trackside. Mark Cherry, zero-liner, managed to hold off the desperate drives of Mike Bast's souring machine in that one.

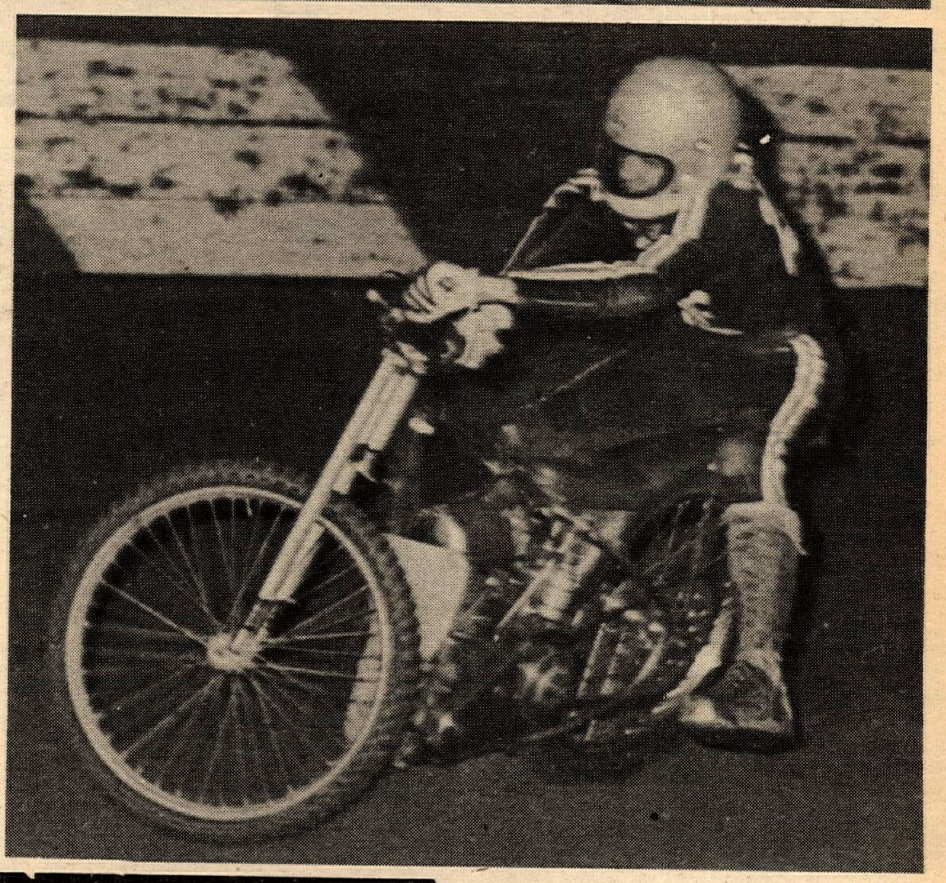
So, Scott went through the program doing the advancing but still trying to get the engine back and well. When he and Mike Konle ended up the only two running in the Scratch Semi, he was rolling along smoothly but aggressively in front. Then it happened. In turn two, the last lap the sound of an engine going dead. Scott and bike hit the wall.

When the ambulance made the turn back to the pits and not to the exit, a great sigh went across the bleachers. Five minutes later, however, they decided to take Scott to the hospital anyway.

After Sonny Nutter clicked his heels and whipped the troops in the Handicap Consolation, the Main event crew lined up. Mike Konle was undefeated through heat and Semi; Gresham, too. A real faceoff again. Out of turn three it occurred: four riders flip-flopped around and eventually tangled with the wall. Mike Bast and Dubb Ferrell were the only ones to make it around safely.



Sonny Nutter pursues Mike Bast in the cooling night air.

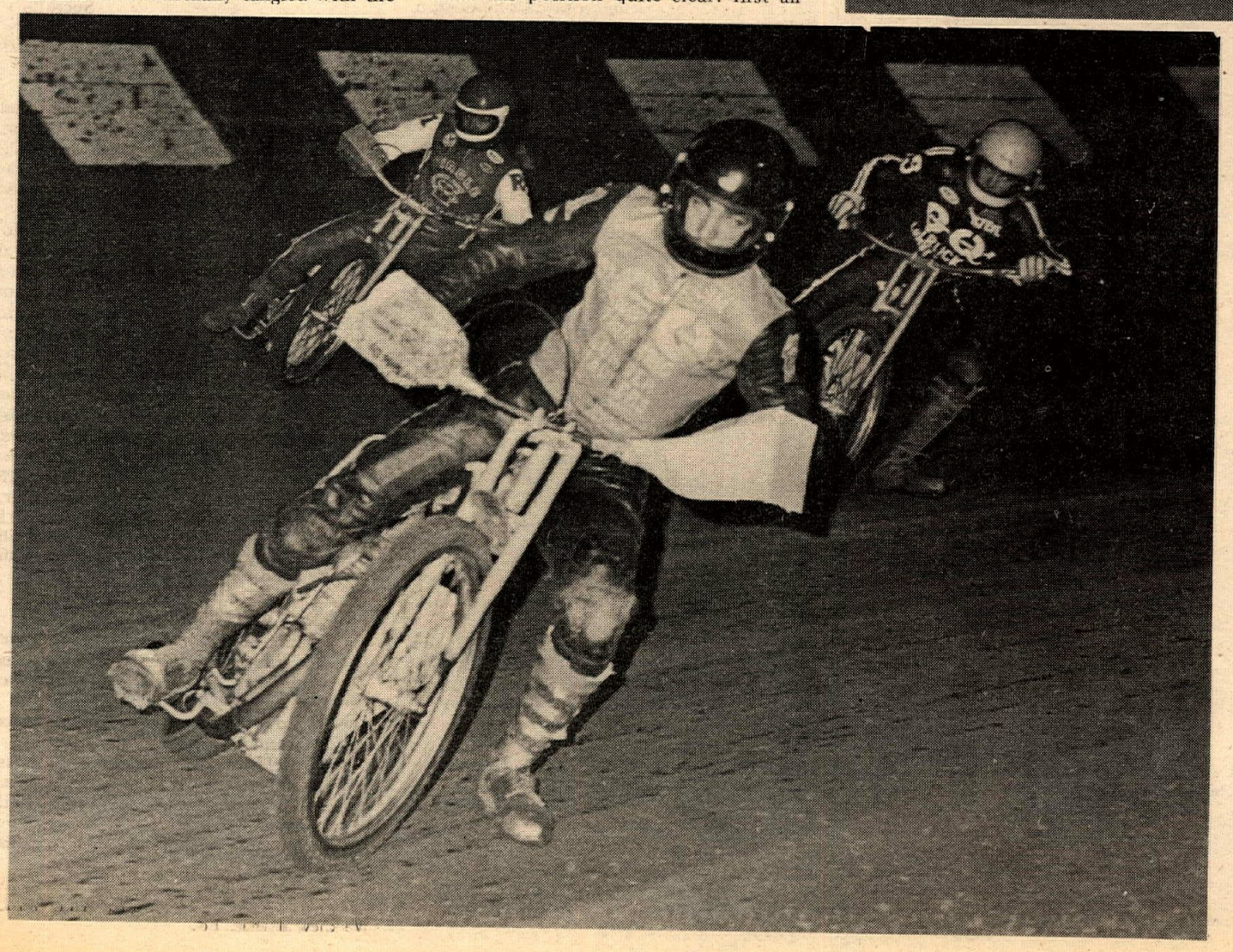


Konle was the first up, and he stood at the track's side and chatted with Bill Cody, who limped over. Jim Gresham squatted next to his brother, who was obviously the worst hurt. After much discussion, Steve finally wobbled off the track under his own power and headed for the pits. He and Bill Cody failed to make the restart.

No matter as Konle flat lowered the boom and sped to the win. Ferrell and Bast were locked in a good one and Mike finally got by the 10-liner while heading into the final tour.

A great deal of hullabaloo followed as riders and officials tried revamping and advancing riders to fill up the fast dwindling card for the Scratch Consolation and Main. Both Mike Bast and Mike Curuso, third in their Scratch Semis, got awarded a transfer to the Main anway to fill the two vacancies. That pulled Robin Nicolaides and Keith Tennis out of their lounge chairs and into the saddle to vie for the Consy title.

Guy Waterson shook his head and made his position quite clear: first all the way. Ferrell wound up second with Robin third.



ABOVE: Steve Gresham ate it three times like this. He felt a bit stiff afterwards. LEFT: Jim Gresham lead brother Steve and Bill Cody.

Then the talk started all over again. Apparently, Steve Gresham considered himself in rideable condition, which meant either Curuso or Bast had to go. Curuso went over to his machine and slid his helmet on while Bast and Gresham and officials discussed the problem. Finally Gresham tossed his hands up and headed back toward the pits, admitting his body ached a little bit afterall.

Immediately, Bast and Nutter went at it in a great dice. On turn three, Sonny had the lead but Bast took it away. Two laps later, Sonny took it back and Bast took up the chase. But Sonny was flying now and kept on running. Konle hung in for third and Curuso, who held the lead at the very beginning, ended up fourth.

After all the hoopla, Nutter and Konle took the big wins. All Gresham and Autrey could really show for their efforts were a lot of bruises and quite a few aches.

To top it off, Speedway on the quarter-mile heads this Friday night's card here at Ascot and they all go at it again.

SPEAKING OF TURKEYS

SUBSCRIBE TO Cycle News

And the best way to do that is to check out page 47 for a money saving offer from you-know-who.

the latest poop

by Papa Wealey

MAKE THAT MAN WEAR A HELMET: Assemblyman Edwin L. Z'berg, the California legislator behind the helmet bill and the no-bikes-on-public-lands bill was arrested for drunken driving recently after he was involved in an accident where he rear-ended another car. Officers said that it appeared Z'berg was going faster than the legal limit. No one was seriously injured. This was Z'berg's second drunk driving arrest, and he pleaded no lo contendre.

* * *

We noticed that BMW is putting out a neat little magazine for all BMW owners. If you have a BMW and don't start receiving your magazine soon, you can sign up for it at your dealer.

* * *

THE HIDDEN MENACE: If you're a Simi Valley bikie, you'd better ride only where it's legal. (It's a good idea even if you aren't from the Simi Valley.) The Police Department out there has started using undercover agents on bikes to bust illegal off-road dudes. The Van Nuys "News" termed dirt bike riders as "dare devils" and said that the police are doing this on a volunteer basis. We haven't heard of volunteer work for a lot of other things that need it even more. Maybe the officers just want a chance to go riding on private property.

* * *

RIP OFF A PIECE OF THE ROCK: For the first time this year, the San Gabriel MC was forced to cut off entries to the Barstow-to-Vegas trail ride. They didn't do this completely by choice. (The BLM may have had a hand in persuading them.) They did point out to those who had missed the deadline that there was nothing keeping them from riding out there along the same route at the same time. This would seem to have several ramifications. First, those who had entered were not covered by AMA insurance while those who were just "riding along" would be. If the BLM was unhappy enough about the event to arrest those involved, then those entered could be arrested while the trail followers would have to be let off – if they had green stickies – since they were just out trail riding and not involved in an organized race. Think about it.

* * *

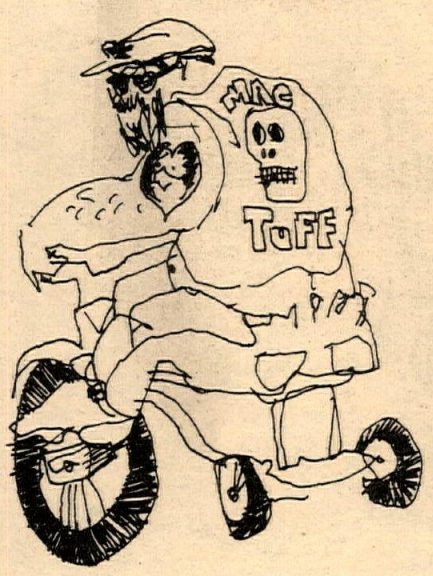


ILLUSTRATION BY STEVE SCHIFF

Suzuki is planning to re-enter international road racing, beginning with at least one prototype 750 contesting the championship Formula 750 events in Europe this coming season. 1974 should see a full-blown factory effort with support from the Japanese factory, mechanics, the whole bag. Suzuki has done very well in the past in the 50cc and 125cc Formula classes in International competition with a number of world championships some years back.

* * *

Paul Rulev and Gunnady Moiseiev are signed with the Austrian KTM firm to campaign the machines in next year's 250 World Championship class. The Russians have started an intensive winter training course near the Black Sea which features riding on four different course types with the KTMs: mud, sand, grass and rock. in preparation for the coming GP circuit. Both Joel Robert and Roger DeCoster figure that the Austrian KTM is as fast as the World Champion 250 Suzuki. It remains to be seen if the Russians are as fast as Robert and Geboers in the coming Championship rounds.

* * *

CARABELA PAYS WINNERS, TOO. Carabela Moto Imports notched up a big victory at the hands of Bob Brooks, winning the talent-loaded 125 Am/Ex class at the Dirt Diggers Hopetown Grand Prix. The little red screamer from Mexico finished first under Brooks' prodding and the Carabela people were so happy that they came up with a luncheon and a very nice bonus check for Bob in appreciation for his ride. Now that's showing the kind of gratitude an Expert rider can understand. Carabela is to be congratulated for looking after their riders and preparing a bike that held together for 45 minutes on the Dirt Diggers' course.

* * *

Some other people that have been helping out racers are the Bel-Ray Lubricants types. They are picking up half the tab for Team Maico which, needless to say, has been a rather successful venture with Ake winning the series and Hans Maisch currently fifth. Bel-Ray are makers of industrial lubricants and trying to break into the motorcycle market. Well, Ake's Maico hasn't quit yet. But then it didn't cough up too much in Europe during the GP season, either.

* * *

CMC is going to have a giant prize giveaway and two hours of cycle films on December 5th at 7:30 P.M. at Mission Viejo High School (Take the La Paz off-ramp from the San Diego freeway south.) Everybody who thinks they should get a prize as a result of the CMC Hi-Performance ought to be there.

* * *

It now looks like the between-rides Mr. Tripes will campaign a privately-owned 360 Yamaha in a Boyd & Stellings frame at Carnegie and Saddleback. It's Mark Rodman's scooter and Jim Pileggi is doing the tuning. Marty really did want to ride in the 500 International class.

* * *

The trophy for the World Speedway Championship, currently held by New Zealander Ivan Mauger, is a 22-inch Barum speedway tire with silver wings on it. Novel and different.

* * *

NORTON ADDENDA: If you read our Norton test last week, you are still waiting with baited breath to find out what happened to it so here it comes. It broke a wire in the electrical system. Hence, the lack of go. A few minutes would have fixed it. It's too bad that we didn't figure out what was wrong. It was so much fun to ride...

* * *

All you girls who want to get close to Joel Robert can do so by attending the MX school that the World Champ is conducting for 'puffers only at Indian Dunes this Saturday (Dec. 2). Not only will you meet The Man, but the five-dollar fee goes to M.O.R.E. Call John Grout at 805/259-8000 for information and reservations. It's a good thing for a good thing.

* * *

Marty Tripes has not signed anything binding with Honda for next year. He has been invited to enter into discussion about a CZ ride with what one gathers will be very adequate support. Of course, Honda does have just a little more money.

* * *

.IALS ACE Malcolm Rathmell won the brutally difficult British Experts Trials mounted on his Bultaco Sherpa T. Riding in hail and sleet on a rain-soaked course that had been purposely designed to defeat the Experts, Rathmell was 23 marks ahead of the next finisher, Dan Thorpe on an Ossa Plonker MAR. They even have a sidecar class in British Trials and we can't figure out how they do that.

* * *

Gorden Farley, British Trials Champion, is considering taking up road racing next year and has been practicing on a Yamaha road racer.

* * *

Jim Weinert, in the pits at the end of the day, revealed that he now plans to go South for the winter and will be campaigning in the Winter-AMA series in Florida. Also invading Gary Bailey's turf will probably be 1972 AMXT Captain Bryan Kenney, whose motor sounded worse at Carnegie than it did in Phoenix, where it sounded pretty sick. It is, needless to say, not as strong a Maico as Ake's. The two people with the least mechanical problems in the series would seem to be Ake and Brad Lackey.

* * *

If 250 World Champ Joel Robert ever gets to finish all three motos, he might be inspired to get it on with a bit more vigor. He is still wisely saving his knee.

* * *

An on the road survey of slipstreaming techniques has revealed some of the finer potential hole-in-the-air makers. Overall winner of the survey was the Volkswagen Camper. Later models were found to be preferable due to their higher top speed. American vans proved to be generally undesirable due to a buffeting effect. Of course tour buses are nice for wind, but bad for smell. The largest pickup campers punch a fairly decent hole, but settling into their draft seems to cause untold amounts of paranoia upon the driver's part. Volkswagen drivers seem to understand and occasionally waved in recognition. The only problem with the VWs is avoiding flying parts from occassional explosions.

* * *

In a film being made by Doug Grant about motorcycle racing, etc., there is a section about how bikes improve wildlife. The theory is that the passing of bikes over ground aerates the soil, causing wildflowers to be more prevalent on occassionally used motorcycle trails, than on virgin earth.

* * *

Out at the Barstow to Vegas run was a film company from Germany, making an eight minute short to be shown in Europe. It apparently wasn't a low budget number either as they made liberal use of helicopters.

* * *

Last year only a third of the starters in the Barstow to Vegas finished. This year there were 2,500 starters and the SGVMC ran out of finisher pins at the 1,000 mark. There were 1,617 finishers this year. You can figure your own fractions and they might tell you something about this years run.

* * *

A RIDE! A RIDE! WHO HAS A RIDE? At the moment, it looks like Paul Smart doesn't. The Kawasaki team will be made up of road racers Yvon DuHamel and Art Baumann. Baumann was with Suzuki. Suzuki will have a new face on its British team: Tony Jefferies, formerly with Triumph. Smart seems to be out in the cold after pulling off a win at the biggest road race going – Ontario.

* * *

Which reminds us, has anyone given something good to Cliff Carr and Kevin Cameron?

* * *

Seems as if we wandered into the playground of the Honda Fours Cafe Racers club over Thanksgiving weekend. While proceeding down Angeles Forest Highway, a rather blurry figure happened by, seemingly very intranced with goings-on. A little farther down there was a group of three more beside the road, looking at their watches. What could they have been doing? No doubt an economy run.

* * *

The European sidehacks put on one of the most crowd-pleasing exhibitions ever at the Carnegie TransAMA. The spectators went more berserk at the sight of the yellow-shirted 750 class motocrossers caroming around the course than anything else all day. Those guys actually race, not just try to survive on a motocross course. The Honda-powered Wasp seemed to have more horses as it showed on the straights and hills but was also heavier as it showed in the corners and over jumps, where the Norton-engined hacks really flew. The Honda won both exhibition motos much to the delight of the crowd. Those guys are very fierce racers, all of them. The American hackers were in a different class entirely. It was almost like it used to be with the solo motocrossers. The best racing action of the day was the battle between the Honda of the Haller Bros. and the Norton of Lubbers/Notten in the final moto.

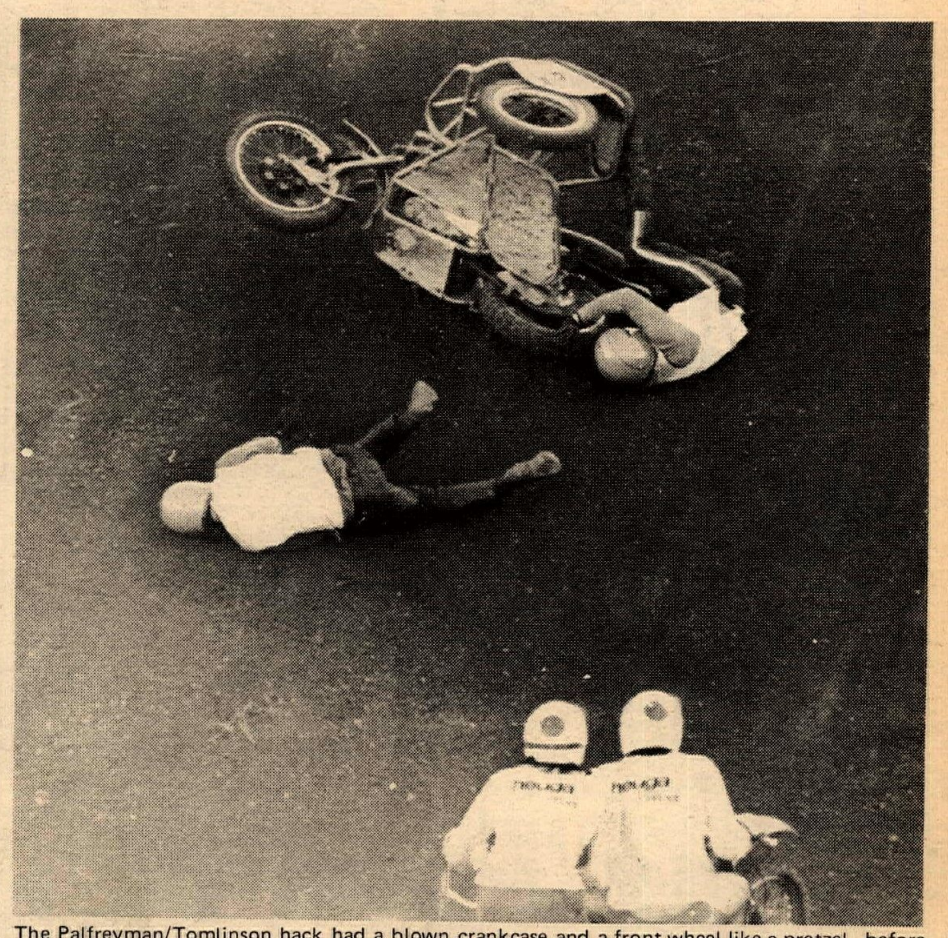
* * *

The only two-stroke in the sidehack exhibition was a Yankee 500 twin.

* * *

YEAH, BUT IT'S A LONG ONE: Overheard at Barstow to Vegas was a motocrosser who was telling his desert riding cronies, "I don't see what all the fuss is about, it's only one moto."

* * *



The Palfreyman/Tomlinson hack had a blown crankcase and a front wheel like a pretzel...before the hill. It then succumbed to gravity just before getting lapped by the winning Honda Wasp.

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NEW HONDA MXERS

This Japanese Honda factory test rider wrings out the 255cc Honda special that was campaigned at Carnegie and should reappear at Saddleback.

Marty Tripes tries out the production motocrosser, the Elsinore, on the Saddleback course in a semi-secret testing session.

There is a difference between the production Honda 250 motocrosser and the few works machines in this country. The distinctions are externally slight but nonetheless exist. What may be more remarkable is that there seem to be no major differences in design, either of engine or basic geometry.

Impressions gathered by some Southern California riders indicate that Honda has followed the same route as Kawasaki in motocross engine design, i.e., a broad, flat power curve. The goal was to produce lots of torque at low RPM, even if it meant giving away a horsepower or two. The Honda 250 does just that. It is not pipey but 30 horses would be a top estimate. It is possible to stand the Elsinore and the works bike on the rear wheel just by dialing on throttle from fairly low in the rev range. The Hondas are, at any rate, fast enough as they are. They won't suffer a speed disadvantage.

Based on his rides on the 250 production version, Marty Tripes reflected that it was very good for a box stock motocrosser; probably the best of the non-works machines. Out of the box, it is the best 250 motocross bike around.

Bruce Baron allows as how the works machine is the finest 250 he's ridden, but it should be kept in mind that he's riding for Honda: a ride that he's wanted for some time. He approved of the engine characteristics, power from low down which makes the bike more tractable and quicker to get around a motocross course since you're not continually fighting to keep it on the pipe. He liked the handling but there seems to be a fair amount of rear end hop and the front end definitely wants to slide out of the groove, or even a random line, on bermed turns. The aluminum Honda shocks with the finned oil reservoirs do not seem to be the complete answer, nor do the dual split springs.

Detailing on the bikes, particularly the works machine, is very impressive. The Honda rims are already legendary and they seem to be somewhat improved and lightened on these two-stroke motocrossers. The works bike has a lightened sprocket like the production machine but it is aluminum as is the girder torque arm to the brake backing plate and a lot of similar details.

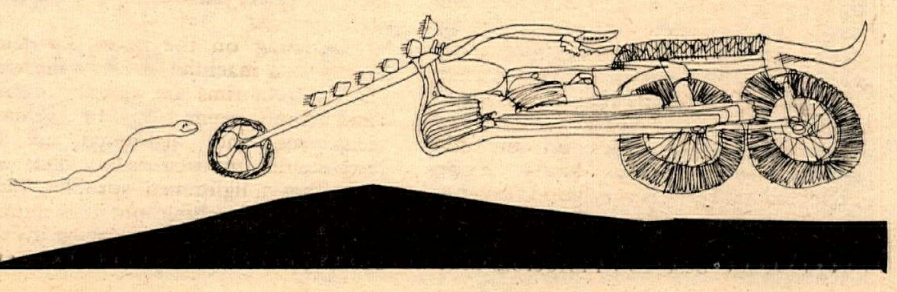
IN ACTION

Bruce Baron discusses the test results with Honda engineers. Mr. Okimoto, back to camera, asked if he could have the film you're looking at right now. Obviously, he did not get it.

Five very, very pricey motocross machines from Honda. At least they seem to have some spare bikes if their two racers should go belly up.

There would appear to be a 20 pound difference between the works machine and the Elsinore and it would not be too surprising if Honda had to beef up the works bike to make the FIM minimum weight for the 250 class.

Tripes was of the opinion that the Honda motocrosser is good enough right now to win the 250 Support class of a TransAMA motocross. It looks like next season, during the summer series, could see a very big Honda push. They'll tell you that it's still developmental, but then that's true of every factory in racing.



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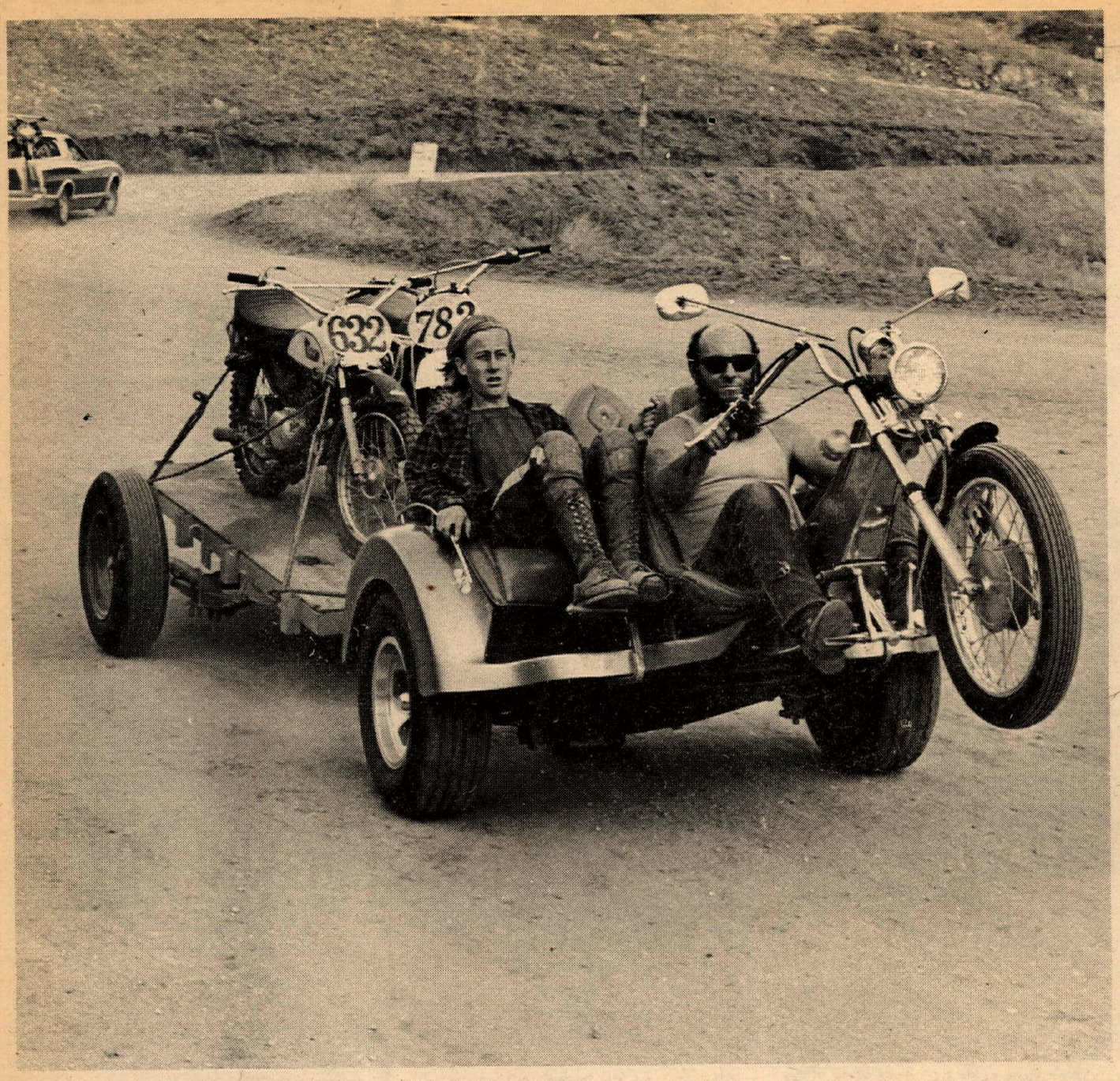

HOW THE COMPLEAT BIKER GETS TO THE RACES

Part II in a series

A while back we had a cover picture showing someone with his racing bike on a sidecar.

The fellow shown here is Bob Cuitin with his VW trike. He is just entering Saddleback Park where his son Bob and a friend regularly enter AMC's Saturday events in the 100 Beginner class.

The trike was built by Cuitin who is one of the movers of "Trikes", a shop in Cypress, California that builds, you guessed it, trikes. It uses a 1600 VW engine, Yamaha 250 front end, and a frame based on the stock VW. Cable steering brakes are employed. The stock Volk-Bugger transmission is used and Bob says that the machine will cruise safely at over 100 MPH.

He uses it regularly for both on and off road use and for trips to the desert or Colorado river.

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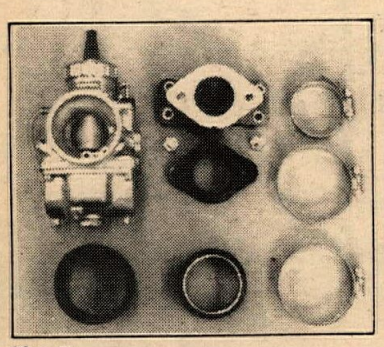

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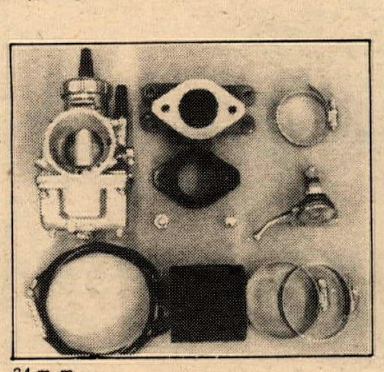

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The Great Motocross Silencer Hassle and Other FIM Goodies

by John Huetter with
John "Light Brown" Lancione

Much debate in international motocross circles has centered around the disqualification, penalization, and regulations for AMA motocross competition under international (which means FIM) sanction. The AMA has been criticized; riders have been criticized, especially Hans Maisch for ignoring the black flag, and the riders' Team Managers have been criticized for not informing their racers of the rules.

For the U.S. to be accepted as a respected member in International motocross competition, which is the only route to having an American World Champion, we really have to get our stuff together. This aspect of the situation is what makes it important. Otherwise, we don't need the FIM sanction and all riders have to take their chances under whatever rules and interpretations the AMA cares to use for motocross. But this isn't the case.

Now "Light Brown", who spends his weekends gamboling around the country in the guise of John Lancione, the AMA motocross referee, has been taken to task by the Europeans, accused of favoritism and generally bad-mouthed. Now John may be inexperienced, which anybody would be since there haven't been all that many national MX refs, but he is not insincere or incapable. Take a for-instance. The Inscrutable Lackey-Shoulda-Been-Flagged Controversy at the Houston Trans AMA that made it look like Hans Maisch was being discriminated against on the basis of national origin in explained below by "Light Brown":

"Brad's expansion chamber broke in two during the third moto leaving the silencer and part of the stinger dangling from a bracket (not safetywire) but still attached to the bike. In effect his silencer had come off. Remembering all too well the problems at Road Atlanta (where Maisch was disqualified for failing to heed the black flag for the same reason...Ed.) I personally went to trackside to see this. Since I was some distance from the finish line, I radioed the flagman and instructed him to black flag Brad. I then walked to a position where I could observe the flagman. Right away, I saw that the flagman was giving the riders the white (last lap) flag. At this point in time, I did not know if Brad had been given the last lap flag or not. So I asked the flagman if the leader was ahead or behind Brad. The flagman said that the leader was in front of Brad. This meant that the checkered flag would be given before Brad came around again and, according to our rules, the race is over when the checkered flag is displayed. Thinking that the leader was about to take the checkered flag I radioed the flagman and told him to put the black flag away as he would be giving the checkered flag next. Well, I'm standing there watching and all of a sudden there goes Brad by the finish line, takes the white flag and starts his last lap. This is the point at which he should have received the black flag but didn't for the reasons stated above. A minute or so later the leader came by, the race was over and my problem had started."

Based on all the information available to him, including discussion with the Kawasaki Team Manager, "Light Brown" decided to penalize Brad two laps. The two lap penalty moved him from sixth to seventeenth for the moto. Brad finished eighth overall.

John then goes on to inform us that the AMA policy on silencers for motocross has been changed effective November 12th this year. All exhaust systems are inspected on the starting line before each moto. If, in the referee's opinion, the exhaust system or any part of it is not satisfactorily secured the rider is informed. If, during that moto, the exhaust system or any part of it comes adrift, the rider will be black flagged. He may either retire from the race or go to the pits, make repairs and continue the moto. Should a rider whose exhaust system passed inspection on the starting line have problems out on the course during the subsequent moto, he will be black flagged only for safety reasons. That seems fair enough to us.

Second item of concern to many is the way the TransAMA series has been run. It is not strictly in accordance with FIM rules, though it adheres to most of them. This is due to a set of Supplementary Regulations governing *this series only* issued by the AMA. The application and issuing of these SR's is provided for in the international FIM rulebook. The intent is to take care of special situations which may prevail in the country or venue where the event is taking place.

The supplementary rules are legal, under FIM rules, and are binding on all riders in the TransAMA series, both U.S. and non-U.S. These supplementary rules spell out, among other things, the flag system to be used for the series. The black flag is identified as meaning "disqualification of the rider, report to the referee". If the riders or their team managers didn't read the SR's or translate them into the appropriate language, that's kind of too bad. It is quite unprofessional, however, to get into a contest for big stakes without knowing the rules of the game. Anyhow, the flag system was no novelty. The black flag was used at the Motocross des Nations in Holland so international riders can be presumed to be familiar with it. Arguments of Hans Maisch's ignorance of the system do not hold up. AMA officials, particularly the referee, should not be taken to task on that count.

The biggest complaint we have heard from both European and American riders, particularly the Europeans, is being required by the promoter to pay to get into the pits. They seem to have a point. Promoters are trying to make a buck but if they start charging riders and mechanics to get in to put on the show they are, in the long run, slitting their own throats. Especially since they are not paying appearance money to the big names; something the big names are used to in Europe for international events.

Roger DeCoster also commented that it would be better to have a committee make rules interpretations and decisions at a motocross such as the TransAMA instead of one man, the motocross referee. Would a bunch of officials squabbling and debating the merits of an argument really make better decisions than one man when they have to be made quickly? This is the European way but we doubt if it's any better in its final outcome.

Americans, riders and officials, have a lot to learn about International motocross and freely admit it, and you can bet that next year it will be a lot different — for everybody. We're getting dialed into this game and can start thinking about losing our inferiority complexes.

Yanks haven't been doing this as long as the British or the Europeans but we're starting to play this motocross game pretty damn well. So much for 1972.

WHAT YOU PAY FOR YOUR 750 AFTER YOU BUY IT

by John D. Ulrich

Comparison tests are very popular in this age of a market full of awfully good motorcycles. These tests are designed to help the reader decide which bike is for him by comparing several machines side by side.

However, these tests overlook important considerations. These considerations can be characterized by this example; not long ago one of our friends had narrowed down his choice of a new bike to two machines. He could not make up his mind which bike he wanted to buy. Finally he decided to pose as an owner and price breaker points at two dealers handling the motorcycles in question. He found that the points for one machine cost $4.88 for the two sets needed, while points for the other machine cost $12.64 for the two necessary sets. He figured that this price differential would be reflected in other part prices, and so on the basis of this information made up his mind to buy the brand supplying commonly needed parts at a lower cost.

That is what this comparison is all about. We priced some commonly replaced parts for several brands of 750's advertised as being good for touring. All the listed prices were supplied by randomly chosen official dealers and are the prices those dealers charge the general public.

Obviously the prices are not absolute, especially in reference to tune-up and spark plug costs. However, the costs can be considered typical, and do give the prospective owner something more to think about than performance figures.

There is an old saying that "You made your bed, now lie in it!" In order to improve applicability, we say, "You bought the thing, now you pay to keep it running!"

	List	Tune-up (Labor)	Points	Condensers	Plugs	Throttle cable (Complete)	Clutch Cable	Speedo Cable	Tach Cable	Headlight (Beam)	Oil Filter (if disposable)
BMW R75/5	2095.00	17.95	3.87	3.36	1.25(2 needed)	4.43(2 needed)	4.14	7.34	7.78	3.50	4.95
Honda CB750	1702.00	21.95	2.90(2 needed)	2.29(2 needed)	1.10(4 needed)	10.70	2.14	2.16	2.92	4.90	2.20
Kawasaki Mach IV	1365.00	24.50	none	CDI	1.20(3 needed)	10.00	6.00	2.40	3.70	6.67	none
Norton Interstate	1835.00	23.50	2.50(2 needed)	2.20(2 needed)	.95(2 needed)	4.50	3.95	3.95	3.95	1.95	none
Suzuki GT750	1650.00	24.50	3.76(3 needed)	2.08(3 needed)	.89(3 needed)	8.35	3.24	3.24	3.24	16.24	none
Triumph Trident	1930.00	22.95	2.05(3 needed)	2.20(3 needed)	1.25(3 needed)	3.10	8.13	4.95	4.95	1.50	2.60

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395 TT and Half-Mile

by Imogene Rees

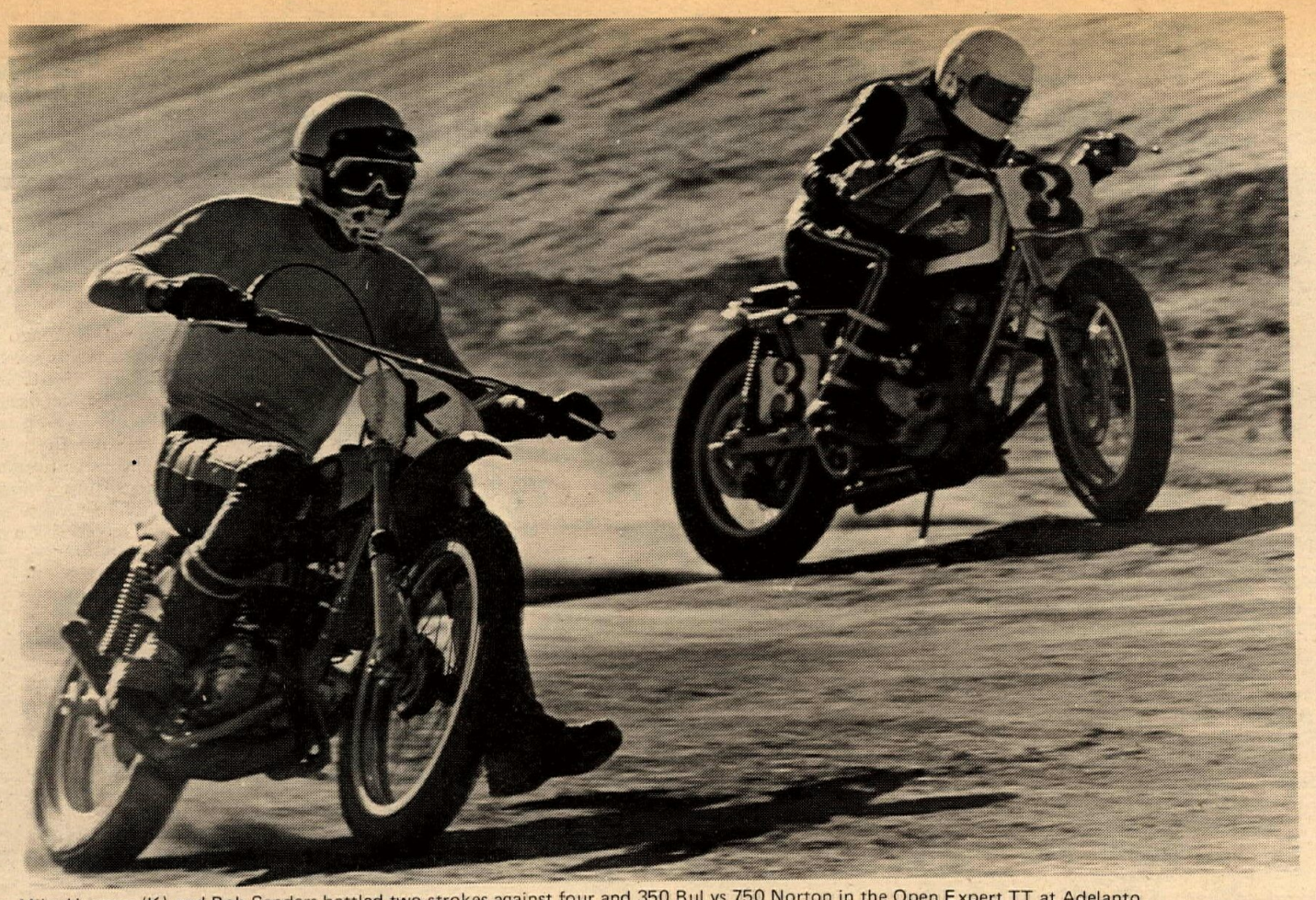
ADELANTO, CAL., Nov. 26, 1972 — H.R.A. ended their season with a bang-up day of racing. Weather plus track conditions made it great.

Gary Evans, a 16-year old Novice, came out as King for the Day with the coveted number one plate for 1973. Congrats! Gary for a display of good racing and good sportsmanship all year.

Much secrecy surrounds the track as the awards and trophies are being selected for the H.R.A. banquet. The most talked about trophy being the "Bitchers Award". Amongst the nominees are Charlie Morland and Scott Walker although I hear there is quite a list being considered.

The 100 Nov. got the races under way with a newcomer, Rick Naymola (Yam), dominating the TT race. Chris Morland (Kaw) took a hard riding second. In the Half-mile, it was our gal rider Toby Sweaney (Kaw) showing the boys how it's done by grabbing the brass.

The rider who will carry the HRA Number One plate in 1973 is young Gary Evans.



Mike Hannon (K) and Bob Sanders battled two-strokes against four and 350 Bul vs 750 Norton in the Open Expert TT at Adelanto.

Steve Fortune (Yam) doubled in the 125 Novice class with Bob Gregor (Yam) giving it all he had for second in both.

It was a tight pack off the line in the 250 Novice with Dan McWharter (Oss) taking the lead. There was plenty of wild riding back in the pack but Dan rode it calmly all the way home. Bob Gregor (Yam) grabbed the lead in the Half-mile. After a battle with Rich Barnes (Yam) he came out the victor with Rich taking second.

In the Open Novice, it was Jeff Zwaster (Tri) and Dan Rees (Bul) on a brand new 350 Pursang job, Jeff came out first with Dan second. The Half-mile was a repeat.

The Experts were out in full force with Rip Sweaney (Kaw) off the line first in the 100 TT. He ran into bike trouble and Brian Haycock took it the rest of the way. Steve Sisco came on strong but had to settle for second. In the Half-mile it was Vince Mead (Kaw) with Rip Sweaney (Kaw) back in for second.

In the 125 Experts, it was Dave Reese (Yam), Steve Okuda (Yam) and Earl Roloff (Yam) fightin' it out. Dave Reese came out on top in the TT.

In the Half-mile, it was Earl Roloff (Yam) doing his thing (winning, that is). Earl, riding two classes, really made a haul to-day. He had another double win in the 250 Expert class.

Jeff Clark (Bul) with a new Expert diploma tucked in his hip pocket looked just as good as an Expert as he did as a Novice. Good to see Rich Lizardo (Bul) mended from a broken ankle and back to take second in the Half-mile.

Mike Laney had it pretty much to himself in the Open Expert TT. The race was between Mike Hannon (Bul) and Bobby Sanders (Nor) for second. Mike really gave Bobby a work out as Bobby took on some bizarre forms to get second. In the Half-mile it was Bobby Sanders haulin' on his new Norton.

395 Cycle Park will host T.T.M.C. D-37 A.M.A. point run next Sun. Dec. 3rd. Sign up: 7:30 a.m. all classes.

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scramblin' around

by Maureen Lee

Since the powers that be have decided that all columns shall run every other week instead of every week, we're going to have to tighten things up, and I'm afraid, not get to report on things that are strictly current, but we'll do our best.

Having suffered over the years with AMA officials on the top level who were either un-knowledgeable or pompous idiots, it's refreshing indeed to have one like John "Light Brown" Lancione, the National motocross ref.

Right after Hopetown, John was on the phone from Texas and we had a smashing conversation with not one cross word although he pointed out that I was wrong in a recent column about the use of the black flag in International motocross events. It *is* used in Europe.

I had complained about the fact that the AMA was using their rules instead of the FIM but I didn't know that each country is allowed to use Supplementary Rules. By the next day I had a set of them, courtesy of John, plus some other pertinent material and now I know even more about what is going on. These SR's are issued to every rider signing up for the series and if he doesn't read them, well all I can say is, that's his tough luck. If he's a European, and can't read English then his team manager is responsible for him or some other caring person such as his marque's importer, etc. There are actually very few of the Europeans who can't get along reasonably well in the Queen's language, it's a must in Continental schools.

So John has every right in defending the use of the black flag on Hans Maisch. Herr Maisch must have known about it.

John also sent along a photostat of part of the FIM rule book with some passages that are especially marked (Wonder how he knows I like rule books?). Some of the rules deal with riders participating in unauthorized competition. That's a "no-no" according to the FIM and what's more if you hold an FIM license and even help out at a sanctioned event you can get penalized, and remember that the AMA is our FIM body like the ACU is in England.

Seems to me it wasn't so long ago we had quite a tempest when riders started riding other organizations' events and the AMA tried to pull their licenses. I remember clearly that Wes Cooley got into the act and found out there are laws prohibiting this kind of action and that a professional has the right to make a living. That means he can ride where ever there's money, but I wouldn't want to see that bag of snakes untied again! Take pokes at the AMA can be fun at times, but not against the weight of the FIM.

Now we, with the AMA, are now member of the FIM. This raises an interesting question as to how far we follow the big rule book and how far we follow the AMA's. For instance, the Big Rule Book specifically forbids the use of the terminology "Grand Prix" which may be used only once a year for the points-paying event in the following categories: Road Race, Track and Speedway, Grass Track and Hillclimb, Endurance Runs, a 250 and a 500 Motocross round, and Trials.

The terms "Grand Prix", "Classic Event", or "International" may not be used unless these events have been OK'd by the FIM Competition Committee and are on the International Calendar. So in front of me I have a copy of the Hopetown bash calling it the 14th Annual Dirt Diggers Grand Prix and International Motocross. Hmmmm. Now what do we do?

I don't think I'd be very happy if we have to give up calling Hopetown and Elsinore "Grand Prix", and Catalina was one. The AMA Amateur rule book uses the term, a fact I was tickled to point that out to John, but now we've entered the realm of international competition we can't have every Tom, Dick and Harry with a racing organization calling their events Grand Prix and

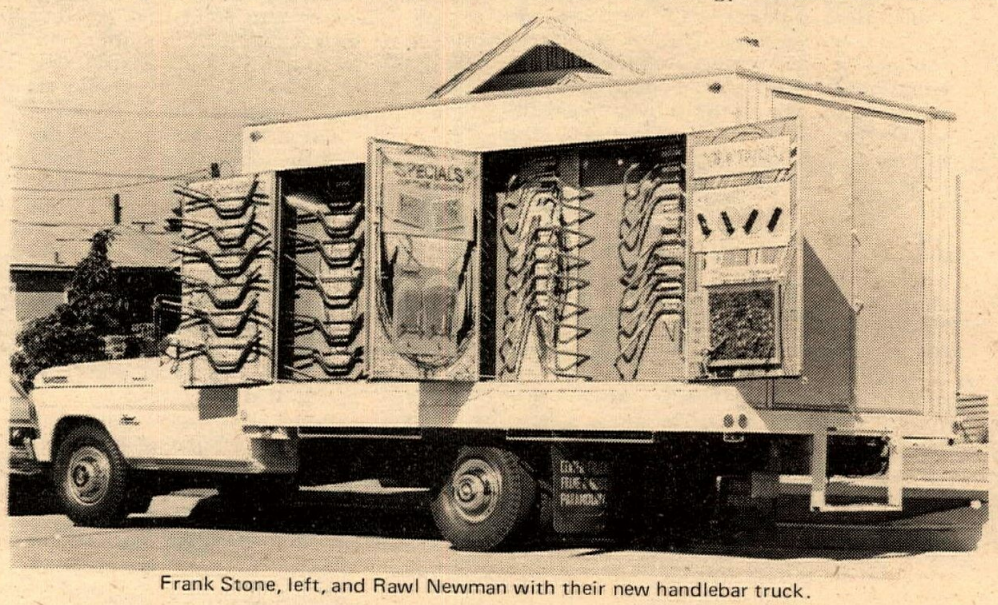
Continued to page 36

Warehouse On Wheels

Frank Stone, greying boy genius of the motorcycle industry, literally has a new idea on the road. It is the two-ton truck shown in the accompanying photo, which may revolutionize the related fields of wholesale distribution and "wagon peddling."

The $8,000 custom-built truck is called Handlebar House on Wheels and features artsy swing-out displays of H.H. products, accompanied by taped hi-fi music, and inside the truck body is a stock of handlebars for immediate delivery.

District Sales Manager Rawl Newman says that dealer response to the instant sales/delivery approach in the Los Angeles area has been "outstanding." House of Handlebars plans to add three more of the trucks to its fleet, says Stone.

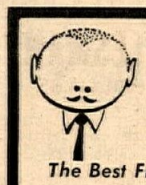


Frank Stone, left, and Rawl Newman with their new handlebar truck.

AMA Indoor Dominated by Gennai

PITTSBURGH, PA., Nov. 19, 1972 – The second round of the American Indoor Championship Series rolled the length of the U.S. to Pittsburgh Civic Arena but the results were dominated by West Coast riders.

John Gennai (Bul) swept everything in sight...from setting fast time right through his Heat, Semi and the Trophy Dash. The final was a California face-off; Gennai and Rick Hocking (Yam) dueling the entire 20 laps with Gennai taking the lead from Hocking on lap twelve and holding for the final eight. Texan Mike Kidd (Bul) took third followed by Al Kenyon (Bul) and Dave Hansen (Suz). California dominates the unofficial points standings with Hocking, Gennai and Hansen in the top three spots.



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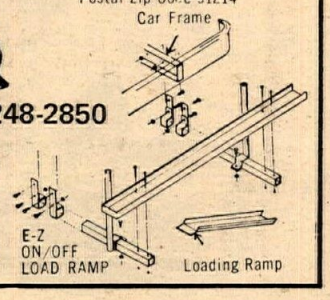

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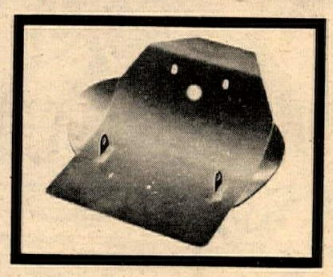

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gambit

by Ron Schneiders

On Politics and Motorcycles

Sometime around the end of June of this year I visited the Democratic headquarters in Los Angeles and asked if they could induce Senator McGovern to issue a statement on motorcycles. They promised to see what could be done, but nothing happened for a couple of months. At that time my only real interest was journalistic: getting a statement from a major candidate would be quite a coup and might be worth a magazine article as well as important space in Cycle News.

As time went on I became more concerned from a personal standpoint and wanted to do something to help McGovern's effort, so I visited and talked to people in the McGovern organization. Lots of time was spent but nothing was accomplished. Finally one of the press aides in the organization suggested that I prepare a "package" with some background data on motorcyclists, an explanation of their problems, and some sort of a statement that would appeal to cyclists and be consistent with the candidate's position. So I did. Nothing happened.

Finally it was suggested that I mail the package directly to Senator McGovern and his campaign chairman, Frank Mankoweicz in Washington. I found this kind of "message in a bottle" approach amusing in a sad sort of way, but there was nothing to be lost at this point but some postage. Predictably, nothing happened.

Ten days before the election, I had given up hope. There was almost no time to do anything even if I got the statement. On the way out to an enduro on a Saturday evening with publisher Chuck Clayton I stopped to see a friend in the Sunland Shamrocks, Johnny Clausen. In passing I mentioned my lack of success in getting to McGovern. He said he wanted to give it a try. Unknown to me, John had been involved in politics a few times and knew a few people. I'm not sure just whom he called, but I understand there was some loud conversation and a few rather strong statements. At any rate when I got back Sunday evening there was a call from Washington. We would have a statement in time for the last edition of our paper to be printed before the election. At nine o'clock the next morning Washington called back and dictated the statement. By the time it was typed and set it was too late to make the Eastern edition, but it did make Cycle News West.

After the frantic Monday morning activity I had a chance to sit down and think a bit. It seemed a shame that so few motorcyclists would hear about McGovern's statement and I started wondering if there was anything I could do in the scant six days remaining before the election. The only thing that seemed feasible was to get out a mailing with McGovern's statement. But to whom could we mail? Mailing to individual motorcyclists would be fruitless, and besides I had no mailing list. But for a start I remembered that Cycle News had published a list of about 400 motorcycle clubs. If we mailed the statement to the Secretary of the club and – a big if – the secretary thought it was important enough, we could reach quite a few people. That was a start. About the only other way would be to send the statement to motorcycle shops and ask them to post it on their bulletin board.

I called a friend in my club whom I thought might be interested in helping, Marvin Le Blanc. He knew where we could purchase a mailing list of the shops. He checked it out and found out that it would take too long to get the list, as well as costing $96. But he had another idea. We could go to the library and copy the addresses out of the library's phone books. They have a very large set covering most of the country. So we had a way to do it. We didn't, however, have any money. It would cost $240 in postage and about $50 to get them printed. Marvin and I couldn't afford a mailing to our immediate families let alone to 3000 motorcycle shops. I called the few people that I knew that might have some money (with no success) and I called John Clausen. John didn't have any money himself – he's reitred – but he was confident. "Go ahead and get started," he said, "I'll raise the money."

The deadline was pretty tight. It was now Tuesday morning and anything not in the mail Thursday would have no hope of doing any good. We wanted a reasonably professional looking poster containing a headline, the statement and a plug urging people to tell their friends, spread the word, vote, and so on. I sat down and made the poster. John was raising money. Marvin started recruiting people to help with the mailing. Late Tuesday, heart in my throat, I took the poster down and had it printed. If John didn't come up with some money I was going to be in a lot of trouble with my bank. That evening John told me that while he hadn't raised all the money, he was able to guarantee it up to $300. His son Robie who owns a small air conditioning business had made a personal $30 donation and advanced the money to get the job done.

That evening I picked up the printing and my wife addressed flyers to all clubs on the Cycle News list. Marvin had recruited a bunch of people, mostly from our club, to help do the mailing. We were going to meet at the library. Marvin set up the operation at the library while I went to the post office and mailed the ones we had done and purchased a lot of stamps.

At the library it was slow going. We had a fair number of people but there must have been at least 1,000 phone books. Knowing that we couldn't possibly get all of them, we concentrated on the ones in the big states, Massachusetts, Ohio, New York, Texas and a few others.

When the library closed Wednesday evening we all went over to Marvin's house and stuffed the envelopes, put stamps on them and, near midnight, I went to the main Post Office and mailed them. We had managed to get out about 2,000 pieces. We still had 1,000 left, though, so I started thinking about what we could do with them. It seemed like the best thing we could do would be to distribute them at races around the area. I was going to the Jackass Enduro so I would take a bunch with me. A friend was going to the Ponderosa and he agreed to help. Someone else was going to a northern enduro. He took some up there. John took some out to Indian Dunes. That took care of the 1,000 we had left.

Then, in Saturday morning's Times I saw the article about the Hang Ten motocross at Carlsbad. A really large crowd was expected, maybe 15,000 people. It would be great if we would be able to leaflet the whole crowd. I called John. He still had some money left from the guarantee so he told me to go ahead and get some more printed. Fortunately, the printer was cooperative. He printed another 4,000 copies on Saturday morning. Marv agreed to go to the motocross, but he couldn't distribute 4,000 copies himself and we didn't know anyone else who was going. For once the McGovern headquarters came through with some volunteers and the 4,000 copies were distributed at Carlsbad.

There's no telling how effective we were. Certainly we didn't influence the outcome of the election! But between the newspaper article and the flyers we probably reached between 60, and 80,000 people. If many of the people we reached were undecided we might have gained 10-15,000 votes. That's something no one will ever know.

However, here's something interesting. My brother ran, in this same election, for the State Assembly in Massachusetts. He won with a total of less than 10,000 votes. While our small impromptu group could not hope to influence the national election, in only five days (unless it had been very, very close), we could have elected a state

Continued on page 36

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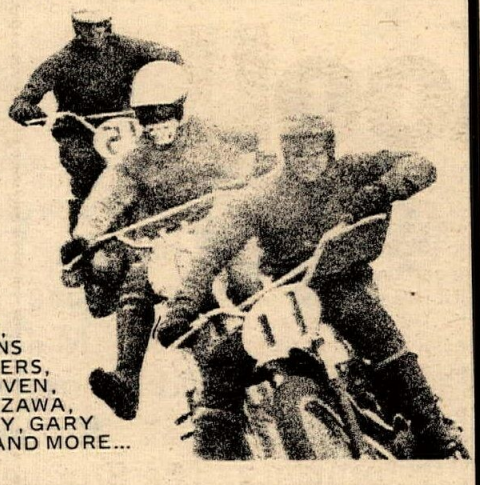

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THE NATIONAL PAPERS

by Bob F. Read

After talking with some of the people involved in the recent AMA Congress it seems to be the general opinion that the new rule calling for Experts – only at all National dirt track races next year is the best thing to happen since the invention of the round wheel.

As was expected, some publications erroneously stated that it would be Experts-only at all Nationals and not just dirt track races. Also expected was a quick response from the Texas area which had long had a few Junior riders show up for the annual Astrodome events, time trial, and then watch the races from the sidelines for being too slow on the clocks.

I have tried to talk with as many people as possible regarding this big change in the rules. After looking and listening I think the AMA has done the right thing.

It seems as though the reason for running Juniors at dirt track Nationals in the beginning was to pad the program due to lack of total entries in the Expert class. In other words, to insure a full program of racing.

The AMA has made great strides in recent years in obtaining good purses for good racing and riders. This has found more Experts, especially California Experts, traveling to the far corners of the country to compete in the Nationals. Each year of late it has become more and more worthwhile to hit more than just the few in one's own backyard, so to speak.

The Junior class has been taking a total of 20% of the total National purse at each track but yet only a few Juniors, according to the record, travel and enter more than one or two Nationals each year.

The record also shows that each season there are really only a handful of potential Experts in the Junior class. These riders do the majority of winning so it boils down to the point where forty to six Juniors show up at Nationals to practice, time trials, run heat races and then fill in the holes in the final for one or two riders to do all the winnings.

To pay a good purse promoters have to charge a pretty good price at the gate to draw a crowd and show a profit. The Experts are the headliners, the guys that draw the people. The new program should find more Experts at each National with the setup now that will pay good to fair money to at least half of the riders that make the program.

There were about a thousand licensed Junior riders this past season, maybe more. The guess is that less than a hundred will have enough points to transfer to Expert by January. They just didn't have the talent or experience to make enough points to transfer to the Expert class.

It has been disappointing in the past to see fifty or more Juniors show up for a National that will take only two dozen from time trials to the program and yet down the road there will be one or more non-national half miles begging for entries, races where the Junior could gain experience, points, and money.

A lot of potentially good riders never want the Expert rating bad enough to work for it. The AMA will never have a lot of races in every area and history has shown that the riders with the desire to be a racer often pack up and head to wherever the races are being held.

A case in point is Jim Rawls, a Texan who wanted to be a racer but found only a few short tracks under the AMA banner in his home state. There is a lot of non-AMA racing in his area but that doesn't get you the required points to make Expert, and it never will.

Rawls hit the road as a privateer and must have traveled at least 50,000 miles, scoring points and gaining experience and he did it with a lot less money than the average Junior has in his pocket this year or any other year. He made it to the Expert class just like Sammy Tanner, Al Gunter, Carroll Resweber and many others before him. He'll do alright as a rookie next year as he will have a shot at not one but two main events at every dirt track National.

Before the AMA could even explain, or be asked to explain how the new program was going to work the calls started coming in from a few people who got caught with their points down.

As we get it now it will even be better for the Juniors that have the ability in their second year of professional racing. Tracks such as Houston, San Jose, Castle Rock and others are going to host an "Invitational" race for Juniors at their Nationals.

Houston is considering inviting the top Novice riders from last season who made the Junior ranks to race each night at the twin Nationals the end of January in a special main event each night.

Other Nationals that run later in the year are going to invite Junior riders to request an invitation, based on their performance up to the time of the event. This means that the paying fan can see the best Juniors in action and a good Junior does not not have to worry about being eliminated in the time trials or the heat race, as there will be none, just a main event – for money.

This plan appears to have a lot of merit. If a Junior in '73 wants to compete at all or most of the Nationals he should throw away his Novice press-clippings and start riding as much as possible with his yellow number plate.

There is an old saying in racing that a good Junior is only one for a single season but you are an Expert for a long time and can never look, or go, back. Each year more and more Experts are making a full time living racing motorcycles, this was the idea many years ago but has just started to become a reality.

We don't know of any riders that spent more than one or two years in the Junior class that ever made it big as an Expert at National dirt track races. We have run into a lot of longtime Juniors who really have no desire to race any place except in their own area and be able to say that they entered such and such a National year after year.

As the National purses have increased so have many of the non-national events. Promoters at Northville Downs in Detroit, Harrington, Delaware and Wilson, North Carolina are just a few along with traveling promoter, Don Brymer, who have been and will be putting on non-nationals next season that will rival most of the Nationals. They need riders to justify the purses that will be on par with what National purses were just three or four years ago.

The AMA has also created a new "Regional" race series. There will be a point fund to go with it. This means that a Junior can now make additional money for every point he scores. The regional races are not Nationals.

If you read this column and are a sponsor, tuner, or Junior rider in '73 and want to race at some of the National dirt track events it appears that you can be assured of making guaranteed money. Just get that license early and start racing. Promoters want Junior riders with winning records next season and they want you back again in 1974 – as a rookie Expert.

If you don't have the experience or the equipment there is still hope. Some national promoters are going to host Junior-Novices programs the day or night before their National next year.

Big Brother (your AMA Congressman) is looking out for you, just give him a chance to explain it and prove it. From here it looks like the way to go if you want to make a career out of racing in the years to come.

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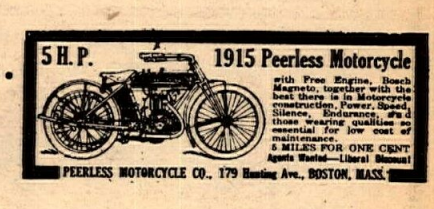

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Bob Oshiro (987) was eventual 100 Beginner followed by Billy Edrington (39). They are chased by eventual fifth placer Mike Barbata.

CRA MX at De Anza

by Barge Charger

SUNNYMEAD, CAL., Nov. 19, 1972 – Contrary to what the Sierra Club might say, Mother Nature must like bikers. Why else would it rain all week and clear up just in time for all the dirt tracks to dry to just the right consistency for racing?

Bill Franks rode his Steens to three easy firsts in the Minicycle Junior class. It wasn't quite so easy for LaDell Eide in the Beginner class as Russ Eide, Dwayne Franks and Mark Williams each put up a battle for the lead but LaDell took the win with good riding and a very fast little Morgan minicycle.

Bob Oshiro held the lead for every lap in the first two 100 Beginner motos with Billy Edrington a close second. Lee Eide finally got his Morgan going right and was ahead of Oshiro from start to finish in the third moto.

Dave Ring brought a brand new Yamaha out to race in the 125 Junior class and won a first place trophy with it. Scott Gordon held the lead for awhile but had to settle for second behind Ring. Steve Wells must like number two as his riding number is 22 and he was 2nd in all three motos for the second week in a row. Mark Proctor won the 125 Beginner class. There was some doubt that he had entered the right class as his Monark beat all the Juniors also.

Bob Ewert sewed up the 175 Beginner class with three wins but Richard Campbell and Ken Taylor had a battle for second. The third moto was the tie-breaker with Taylor coming out ahead.

Terry Donnelly was out of sight in the 250 Junior class. At least by the finish of each moto he was out of sight of Ritchie Arrietta who ran a comfortable second in all three motos.

Ken Shea fell while leading the first 250 Beginner moto and Bob Quinn held the lead for the next four laps until Keith Patten managed to edge him out for the win. In the second moto Patten was involved in a four bike pile-up on the downhill and could finish no better than fourth. Brian Irvin finally got his Yammy going good in the second moto and fought his way up through the pack to finish second behind Ken Shea. Shea's win in the third moto was good enough for only third place overall due to his poor finish in the first moto. No one paid much attention to Jim Quinn in the first two motos but he was riding smoothly and finishing third in each. In the third moto Patten got by Jim and then Irvine went charging by and while Irvine and Patten were rattling handlebars Jim Quinn passed them for a second place finish and enough points to edge Patten out for the overall win.

Richard Robinson won the first Open Junior moto by a wide margin over Tim Elsenpeter. Elsenpeter walked away with the last two motos when Robinson's CZ developed problems. Fred LaFerney led the Beginner class in all three motos from start to finish. Troy Miller took second after fending off a determined attack by Robert Hatcher.

Arroyo MX

DEVORE, CAL., Nov. 12, 1972 – Arroyo Racing Association held a full motocross program under crisp clear blue skies with snow capped mountains in the background. It was a beautiful day and a beautiful setting for racing.

The excitement for the day was really built up by the presence of the Cole Brothers Maico Team who made a real go for the Expert money in the 250 and Open class. Von Petersen riding a Cole 250 Maico battled head-on with CZ desert ace Jim Fishback for three motos but had to settle for second place with Fishback taking the top money. The Open Expert class was dominated by another Cole rider by the name of John Lewis. The 125 Expert class was taken by a very fast Gary Huber on a very fast Monark.

The 100 Junior event once again fell to Reggie Dunlap and his Harley Baja. Dunlap was well on his way to a clean sweep of all three motos until the end of the third moto when he water fouled and had to sit out a lap. Second place was the property of young Jackson Kistler on a Yamaha. Kistler did a fantastic job considering that he normally rides a DKW that broke in practice and he had to ride an almost street legal Yamaha Trail bike.

The 125 Junior race was one of the most exciting of the day. 14 year old Kelly Callaway led every moto on the first few laps and broke in every moto. This was the chance that first place Randy Ayars needed to put his Yamaha in the winner's circle. The second position went to Montesa rider Stan Flanders.

The 250 Junior race was fast and wild as usual. It was a clean sweep for Husky rider Ron Dugan who is the sales manager for Malcomb Smith's K&N Motorcycles. Ron must believe in the product he sells! He did have to add his own talent to stay ahead of second place Dave Hopkins and third place Dan Albright who were both on CZ's.

The Open Junior event was the property of Jerry Harris and his powerful 400 Suzuki. Jerry had his work cut out for him by having to stay ahead half of the Hastings Brothers Racing Team. Cole Hastings got the second place gold with Cole Brothers Maico owner Gary Cole getting the third place.

It appeared that all of the riders on this beautiful Sunday were getting in shape for the Arrbyo Racing Association's December 3rd Pro/Am Junior qualifier race. This will be the next race put on by the Arroyo Racing Association but don't forge that there is motocross every Saturday and Sunday at Arroyo Cycle Park. Check your calendar.

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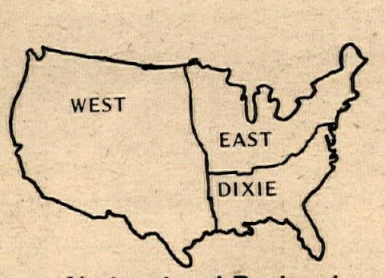

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LIONS: Lost and Gone Forever. Dreadful Sorry.

by Buzz Baty/Creative Images
WILMINGTON, CAL., Nov. 24, 1972 — It's all over! The final fling of the "Looney Lions Fast Cats" has come and gone, November 24th and December first now mark the passing of another anachronism. December first will be the last drag race at Lions Drag Strip, closing out eighteen years of racing history.

The motocrossers closed out a year of racing tonight, and to use a well worn Cliche, it's been a gas! There was only one sweep of any class tonight, and that was a sweep of the 250 Experts by Tim Hart, who, just off the top of my head thinking back over a year's worth of Friday night racing, is probably one of the winningest motocrossers to have ridden here at the Beach, if not the winningest.

Every Expert class was loaded; in particular the 250 Experts. Two divisions of 250 Experts had to be run, each division running two motos leading to a Main event-type moto. The top twenty took a shot at the $400 purse that was up for each Expert class. Tim Hart won both of his division motos, with David Pessy winning both of his division heats. But, in the Main, it was the Valentine Kid all way as Pessy crashed, dropping out of the moto and out of the pay line.

Ron DeSoto broke up the Mike's Racing Team duo of Hart and Bill Payne, by nosing out Bill for second overall, aboard his Mid-Valley-sponsored CZ.

A farewell crowd of 3500 was on hand, the cheers coming loud and often for the winners, personal friends, and favorites. I think each in his own way was saying goodbye to a little piece of racing history. Lions now joins those long gone motorcycle arenas of the past, such as Crater Bowl, Catalina Grand Prix, and the Big Bear Run.

There are not too many guys who can say they won the last Catalina, or the last Big Bear, but there are ten guys that can say they won the last motocross at "The Beach".

Craig Egerman won two out of three for first overall in the 100 Juniors, aboard his Suzuki, beating out David Roades' Yamaha, and Marc Cartwright's Penton.

A Monark, a Bultaco, and a Yamaha were represented in the 125 Junior class, the Monark coming out on top with Mark Proctor doing the throttle bit over Sam Ayala on the Bultaco, and Ron Kramer on the Yamaha.

Kelly Owen took his Penton to first overall ahead of hard-riding Stu Egli and Rick Reinig, Bultaco and Monark mounted in the 125 Intermediates.

Tim Hart won the 125 as well as the 250 Expert class. (Here I'll have to modify my earlier statement that ten guys won the last motocross here at Lions, cause it was really only nine. Tim Hart won two classes.) Tim won the first 125 moto in a race-long duel with Chuck Bower. His Zundapp-engined Penton seemed to have a slight horsepower edge over Chuck's straight-up Penton.

Chuck turned thing around in the second moto, winning over Hart, and setting up the classic confrontation for the final moto. As so often happens in this classic confrontation bit, it didn't happen.

Chuck got one of the worst starts I've ever seen him get, coming off the starting gate last, while Tim got one of those moon launches, and won it going away. Bower, in trying to catch up, passed rider after rider, only to crash hard on the next to last lap spending a good ten minutes flat on his back before he could clear the cobwebs from his head. Chuck did end up second overall and Sam Lopez brought his Bultaco in for third.

The 250 Junior class was won by Marty Gresham, Yamaha-mounted, ahead of the CZ of Ken Kondos, and another Yamaha rider, Joel Shedden.

Rick Mercier and Ellsworth Freeman, Yamaha-mounted, finished one, two, ahead of Dave Haugh and his CZ in the 250 Intermediate class.

Bob Wainwright, Jerry Beaman, and Louie Lima finished in that order for a CZ sweep of the last 500 Junior event.

Chris Allen, if my memory serves me correctly as to how many points he has as an Intermediate, had two final flings tonight. His final fling as a Looney Lions Fast Cat, and his final fling as an Intermediate. Chris and his CZ won the 500 Intermediate class over Maico-mounted James Cotten, and Derek McLeish (Yam).

In the 500 Expert class, it was a complete and total Maico sweep. Bill Payne was pushed hard in the first two motos; first by teammate Tim Hart and, in the second, by Ray Lopez.

Payne looked to have a lock on the class, until the final go of the night, when he got a bad start, getting all out of shape in the right-hander after the jump, and just damn near blew the whole enchilada. Ray Lopez took the lead, and held it all the way to the checker, under heavy pressure from Hart.

Bill didn't quit. He rode hard, getting up to fifth at the finish, and that fifth place finish was worth 127 points, just two points more than Ray Lopez had, and 102 more than Tim Hart.

I dig motorcycles a whole bunch more than cars, but I'll tell you where I'm gonna be Friday, December first, and Saturday, December second. I'm gonna be at the last drag race at the Beach even if I have to pay to get in. General Manager Steve Evans has 400 of the nation's best coming to say goodbye to the Beach.

The first corner of the very last 125 Junior moto ever at Lions.

CMC Ascot

by Buzz Baty/Creative Images
GARDENA, CAL., Nov. 22, 1972 — The Tim Hart Dynasty has finally come to an end here at Ascot. Tonight, he failed to win any of the 500 motos against Billy Payne. In the 250s and 125s, however, it was the same old story.

Six for six and three seconds is still a nice sum for the paycheck, though. Neither of Hart's overall wins was ever in doubt, really. He had to contend with both Larry Watkins (Ric) and Jim McDonald (Ric) in the 125s but disposed of them rather quickly and ran away.

Bob Hosford, back from South of the Border chores, tried upending Hart's 250 crown but wound up hassling more with Tim Lunde for second. Tim made it a tight scrambler, but Bob won out on points.

Bryan Dodge (Hus) was the only other rider all night to win all three rounds of his class, the 500 Jr.

The normally very competitive 125 Intermediate turned out to be very tight — from second on back, as Kelly Owen (Pen) won the first two motos and coasted home with a second in the final. Chuck Wagner (Pen), despite winning that last one, settled behind Tim Lamar (Bul) and Mike McAtee (Bul) at the last tally.

Both Ron Boozel (CZ) and Chris Allen (CZ) each added a third place finish to their double triumphs to take the 250 and 500 Inter respectively.

Likewise, two firsts and a second added up to overall wins for Richie Davis (100-Hon) and Bob VanBramer (125-Bul) in their Junior classes.

Only the 250 Junior was a combined affair after two run-off rounds and Mike Seagraves (CZ) won the big one after taking a pair of twos in qualifying. He had finished behind Mike Perry each time, but Mike could only hold second in the one that counts. Kent Benson, who fell while leading his first moto, took third on an Ossa.

This Wednesday is the final night for CMC motocross at Ascot, but don't get scared. Jay and Chris Agajanian are getting things all put together for a weekly daytime Saturday show for the winter months. This all begins Saturday, December 1.

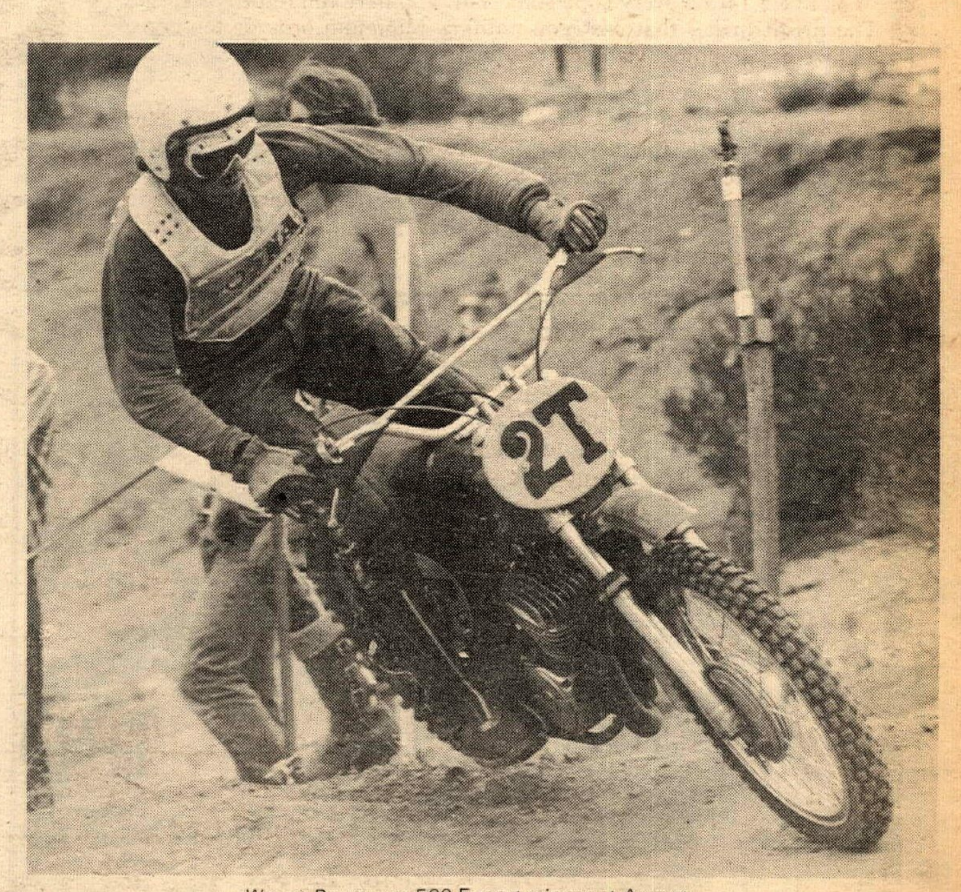
CMC Arroyo

by Buzz Baty/Creative Images
DEVORE, CAL., Nov. 26, 1972 — A beautiful California day with a slight Santa Ana condition accompanied Stu Peters and Kelvin Franks, as they arrived at Arroyo Raceway Park at dawn this morning. Stu and Kel get to the race tracks so early to get set up, that they usually are the first ones there at Carlsbad, Saddleback, and Arroyo. But this morning, when they arrived at Arroyo, there were vans, campers, and trailers lined up along the highway; they were on their way back from Barstow to Vegas, waiting for them.

When the racing got underway, Charlie Bower couldn't seem to do anything right, a continuation of Friday's problems? Anyway, Charlie finished out of the money in the 125 Experts, for one of the few times that I can remember. Marty Smith, riding without error, brought his Monark in ahead of Gary Bevans' Penton, and Tim Lunde's Bultaco.

Gaylon Mosier, who has a habit of winning and has clinched the No. 1 plate, did it again today, winning the 250 Expert class, his Maico besting the CZ's of Randy Rodriquez and Jon Derhammer.

Wayne Boyer journeyed up from San Diego to notch a win in the 500 Expert class. This was Wayne's first win in quite some time. Wayne had a go at Lions Friday night, but didn't fare too well. He shouldn't feel bad though, historically, first time riders at Lions never did do well. Rick Brown on his Greeves followed Boyer to the checker, with Roland Rodriquez getting a third on his CZ.



Wayne Boyer was 500 Expert winner at Arroyo.

Scooting.

AME Indian Dunes MX

by Tom Corley

VALENCIA, CAL., Nov. 25, 1972 — With the team race taking place Friday at Arroyo and all of the racers having very exhausted bodies along with their bikes being worked over from the three hours of racing, the turnout for the first AME Indian Dunes race was just made up from the local racers who usually race at this park every Sunday.

This meant that they really have the track pretty well wired, making it harder for newer racers who are venturing around for the first time to place in the winner's position very easily. Hopefully next week more of the AME crew should be out to test these races in all the classes for an even better day of racing.

One racer who made the scene despite the usual stars here on the Shadow Glen track was racer No. 78, Germain, who came from around the San Francisco area and was racing for A&A Manufacturing Company in Redwood City. Racing on a fast CZ 250 Germain easily scored three firsts in the 250 class for a first place win that made his racing at the Dunes worth while. Another racer who was hassling the hot 250's was Steve Bebeck, a consistent AME racer on a CZ who also did quite well and was one of the only AME racers who got in with the action.

Berming.

AME MX at Arroyo

by Tom Corley

DEVORE, CAL., Nov. 24, 1972 — One of the better races of the entire AME '72 season was seen on the Arroyo Cycle Park track Friday for the AME annual Team race which was all-around great from the LeMans type start to the human sized trophies with turkeys on top for the overall winners.

It was not a usual race, two man teams were seen hacking it out on a spacious Arroyo track that was about 3.2 miles long will all of the rough motocross features of the best courses along with the track conditions and even a one-half mile stretch for the AME racers to try their road racing abilities on. It became grueling for even the top AME shoes and the Europeans. Three hours of bike breaking, bod bruising racing made it necessary to switch off to your buddy every 20 or 30 minutes.

The contest was between the racers who had strong bikes that held together, these were the teams who made it through while the other hot-dogs found their bikes starting to become unglued and in need of repair when the 3M let go.

The big bore three hour session got off with a running start as the racers ran to their MX bikes with their clumsy MX booties and started to wail until around noon time. Two of the great AME racers from Kar Cycle-John Fackler (CZ) and Dan Radlauer (Mon) ended up walking off with the overall win against the rest to win the big AME trophies. The following teams were Ratzloff-Jenkins and Eddie + John Sanchez.

It was just as exciting when the small bore class took off. Right away the race was between two teams who kept competing to the finish line. After the long three hours team Mike Gibson and Toby Taki, both on Pentons, nipped our Precision Cycle Tony Rogers, who raced a Hodaka Wombat, and Tom DeVore (Ric) by just a few yards distance for the final judgement.

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Indian Dunes MX

by John Grout

VALENCIA, CAL., Nov. 19, 1972 – Kenny Zahrt, who was tackling a 36-rider field in the 250 Pro go, scored double, 20-minute wins to annex a grand slam victory against the division. The final outcome, however, was a tough one for the young competitor to grab.

When the crew engaged in their final-moto duel, the overall triumph could probably have gone to any of four contestants.

Zahrt had zipped his Bultaco into a short lead as the mid-bore gang slid around the berms and through the tight esses. Ron DeSoto (CZ), Rick Brown (Gre) and Eddie Cole (Yam) were slinging dirt directly behind the front-runner; while Bob Brooks, who was somewhere near 12th, had set sail with more velocity than explosions from a fire in a firecracker factory...

Entering the second lap, Brooks had moved his high-flying Suzuki up among the front six; and during the next circle of the course, he was challenging DeSoto for second palce, but an unplanned bobble along the back chute was to relegate the Suzuki-riding snorter to third place overall, behind both Sahrt and DeSoto.

Bill Payne, who was rolling his Maico for a fifth straight overall victory against Open Pro riders at the Dunes, opened a half-acre lead during the first heat race for the group, only to have his throttle go nonoperational with but a lap or so remaining... It was a swift Jim O'Neal (CZ) who copped the moto from Eddie Cole (Yam).

In the second, 20-minute scrap for the division, Payne once again took a commanding lead; fell twice while negotiating the rugged sand flats; and found himself in a constant come-from-behind struggle.

O'Neal, with a 1-2 score (700 points), was declared the day's overall winner. Payne, Cole and Darnell were closest runners-up.

During first-round 125 Pro activity, Larry Watkins (Ric), who is going to be a rider worth keeping an eye on in future meetings, roared to a win against racers such as Zahrt (Bul), Jim Hale (Pen), Gary Huber (Mon), and Penton-straddling Mike Paulsell. In the second go-round, the young riding ace from Newhall stopped Hale, Joe Flores (Hod) and John "The Ironman" Rice (Puc) for the largest share of overall wampum.

Overall victories among the many divisions of Junior-ranked riders went to: Robert Baldwin (100), Rick Kehoe (125), Don Smith (125), Rick Maricle (250), Mike Maroney (250), and Jerry Beaman, a grand slam winner of both events for Open machinery.

Triumphs for Senior/Expert riders were recorded by: Randy Schmitz (Open), Randy Stubbs (25) and Dave Whaley (125).

Old Timers MX

by Bud Eads

VALENCIA, CAL., Nov. 19, 1972 – Back home again at Indian Dunes, the Old Timers MX Association had a turnout of about thirty racers all set to do their thing.

At the end of the second moto the Novice class was up for grabs with Leroy Ballard (CZ) in the first slot. Larry Escamilla (CZ) was in the second slot and running as consistently as usual. The third moto would have been something, but as it turned out, the ambulance had to make a little trip to Newhall, and took so long back the third round of motos was called due to darkness.

There was no question at all as to the outcome of the Amateur class. Art McNamee (Suz) trounced all the opposition. However, Will Lynch (Mai) took second with a masterful display of riding.

The Expert class was a carbon copy of the Amateur class. John Maroney (Bul) had a firm grip on a first place and J.L. Siebrandt (Gre) had second place under control.

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AN AKE KIND OF DAY

The banner says it. Ake Jonsson from start to finish in moto one. It was his day again.

by John Huetter
Photos by Patrick Neil,
Art Friedman and Huetter

LIVERMORE, CAL., Nov. 26, 1972 – Awakening to the sound of fog horns, then a quick rush over bridge and bay through the fog pockets into winter-greened hills studded with grazing animals and oak trees to a winding road and a long hike in the winter sunshine, then finally arriving at a place where long-haired girls on horseback ride beside you and ask to see your ticket or pass. They say they don't understand about motorcycles too much, then gallop off to stand on a little knoll.

They look down on a crowded pit which has more than its share of waving banners and, what would appear to the rest of the world to be: freaks. This is the Bay Area and believe it or not, America, native son Brad Lackey is very straight in comparison with the environment. They have come here to express an outdoorsy freedom-loving thing that focuses on motocross. Bikes are simple and they have heard that these Europeans are fast. *DeCoster is leading Moto three with a style that cannot be duplicated when the girl in the baseball cap with purple wine stains on her lips turns to her companion and asks if he's European or American.*

The cast of characters is basically the same as the long series draws to a close but the numbers are dwindling for this next to last round of TransAMA motocross. The Commonwealth CZ contingent, Bickers and Nunn, aren't here. Heikki Mikkola has gone home to Finland since his bike was stolen. Jim Weinert is not entered nor will he race at Saddleback Park.

What it amounts to, really, is that the spoilers and the supporting roles are shifted around to other riders who are maybe hitting their stride or getting their bikes sorted out or having a particularly good day. There is no news to impart.

Ake Jonsson won overall with his usual two firsts and a second, deciding any disputed finish by winning the last moto. Brad Lackey was first American, this time at a very steadily achieved fourth overall. Mikkola was gone and Aberg crashed heavily in the last moto so the World Champ, Roger DeCoster, moved up from his seemingly constant third overall on the Western swing to a second. *"Go, Brad, go. Oh, wow, look. He's sixth. Gas it, Bradley." Everybody knows Brad's name. They can identify with a nineteen year-old motocross rider from Lafayette. Hell, they were racing against him here at Carnegie maybe a year or two ago.*

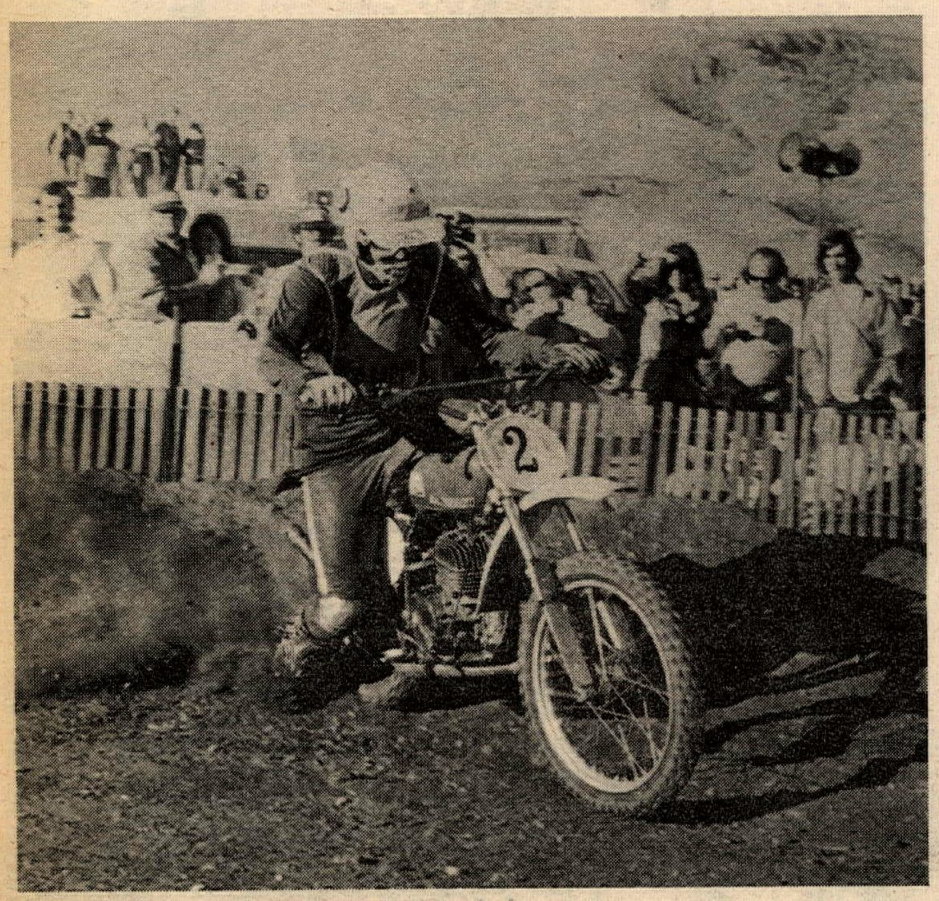
Peter Lamppu won the Support class with come from behind riding in the last moto to get by Gary Semics (Gary was WFO as only a young charger with a factory ride can be.) and put the Husqvarna-mounted Easterner into second overall with two seconds. Lamppu, again as usual, seemed to out-power the other 250 riders both physically and with experience as the reliable Kawasaki kept together for last lap wins. That wasn't too much of a surprise, either. *Well, Peter's doing pretty good today. At least there's one Finn left in there – Finnish chauvinist.*

What got people's attention was a collection of things that started to happen and then didn't. Bruce Baron led a moto for a few laps on the 250 Honda two-stroke and then had some problems, both mechanical and from other riders. Honda factory rider Toichiro Yoshimura, campaigning in the International class, pulled in in the last moto after about two or three laps.

Bugs Mann was on the only four-stroke and qualified for the 250 money motos. He diced with Baron for a while in the first support moto after getting a terrible start. The old 250 BSA wasn't up to the task even if Bugs was. He didn't go out for the second moto. *Former Grand National Champion Mert Lawwill stood by Bugs' motor home, grinning and signing programs. He had stood beside the track eating a hot dog and watching the motocross with rapt and studied attention. He looked like he was seeing his first motorcycle race. He grinned a lot and seemed to really enjoy the rough stuff, at least as a spectator.*

Honda has definitely arrived on the motocross scene. There were development engineers and guys in red Honda jackets all over the place. There was also a giant rent-a-truck full of bikes and parts and tools. American Honda really doesn't mess around when they decide to go racing. The bikes seemed to have adequate power but didn't handle all that well. They were uncertain in the corners and the rear ends were all over the place in the whoop-de-doos. They need some more sorting out.

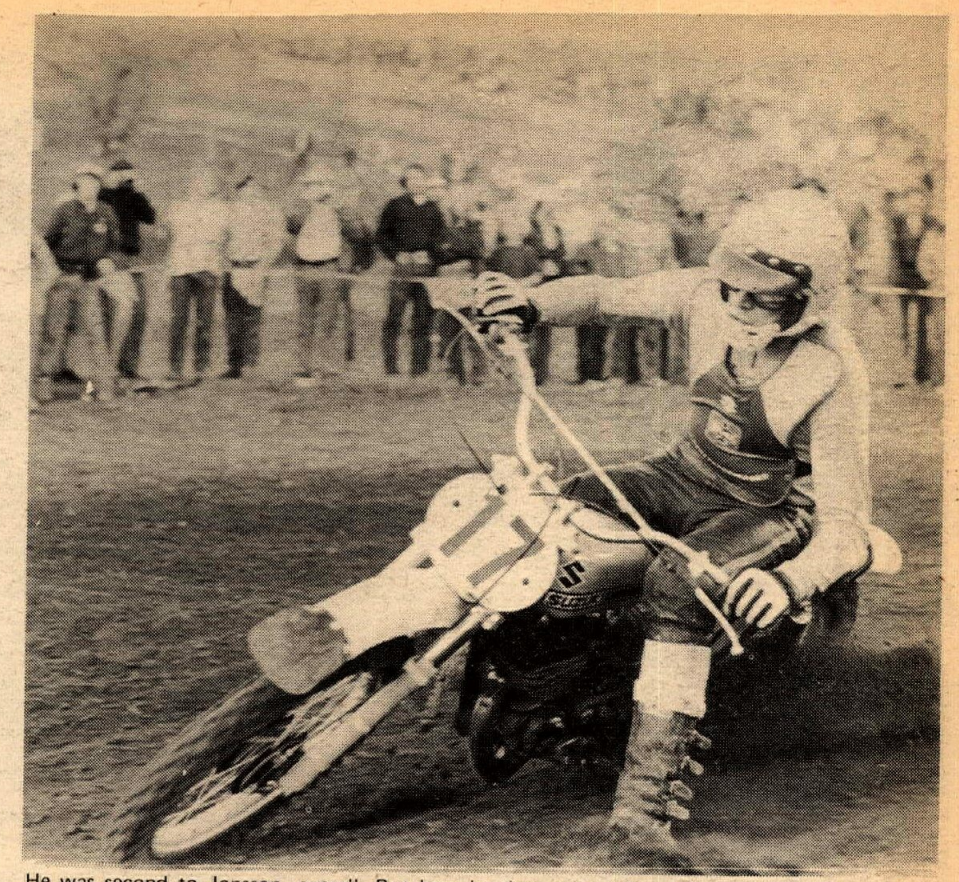
Of the large entry of Japanese national riders, the best show was by Masaharu Takezawa. He had never looked too impressive before, mainly like a fast, flashy amateur. At Carnegie, right behind him. Jonsson and DeCoster



Lamppu's win was convincing.

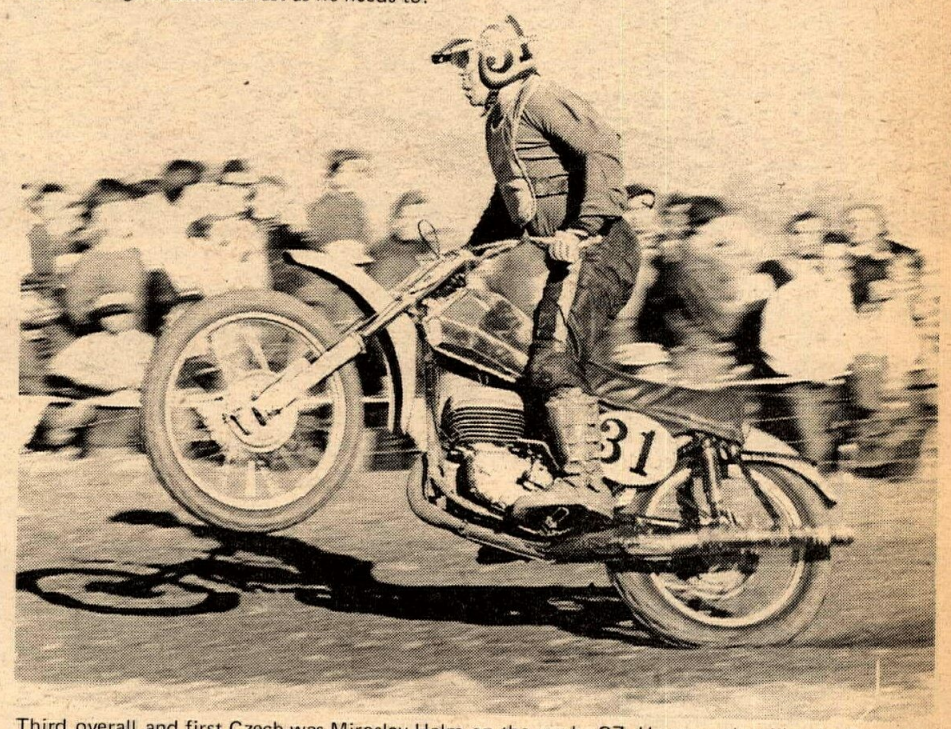
While the European sidehackers were mind-boggling. These guys don't merely endure. They race motocross. The whole way.

Nor should it be forgotten that Bengt Aberg was tied with Ake for first going into Moto 3. There was a feeling in the air that Bengt might win it.



He was second to Jonsson, overall. But how he does move when he's out there racing. Roger DeCoster goes about as fast as he needs to.

While his less fortunate Husqvarna teammates, Andy Roberton (28) and Arne Kring push across the line.



Third overall and first Czech was Miroslav Halm on the works CZ. He seemed to like the Carnegie course; looked strong all day.

the Japanese 250 National Champ and Kawasaki factory rider was consistent and quick enough to finish tenth overall. He was just behind Gary Jones, who was more steady than spectacular on the 500 Yamaha. *Takezawa has given up his Dayglo pink leathers for a while but Yoshimura seems to have gotten hold of the paint and smeared it all over the gas tank of the 255cc Honda.*

HOW IT HAPPENED

The gate dropped for the first International moto and Ake Jonsson grabbed the lead into the first turn. He kept the lead until the checkered flag came out thirty minutes later. End of Moto One.

Bengt Aberg, former 500 class World Champion, was a few bike lengths behind Ake on the first lap and about the same distance behind him on the last lap. Lackey was sixth, sandwiched between CZ works riders Miroslav Halm and Jiri Churavy. Gary Jones was second American with his best finish of the day at eighth. Marty Tripes appeared on a last-minute factory CZ (He was scheduled to ride a private Boyd & Stellings Yamaha.) and Pierre Karsmakers was on a Kawasaki instead of a Husky. Jonsson's win wasn't exactly ho-hum but it was pretty unemotional, in a cool professional way. Joel Robert pushed his Suzuki into the pits looking very disgusted. It quit again.

Bengt Aberg grabbed the lead by the end of lap one in the second moto. He was followed by the two Czechs and Brad Lackey, who had gotten into fourth by the second lap. Lackey was chased by Ake, who was chased by Roger DeCoster. First Jonsson, then DeCoster got by Brad. Jonsson kept moving by the CZ guys into second and Aberg got the sign that Ake was back there. Brad got back up to fifth while Marty Tripes had moved up steadily to be second American. Rich Thorwaldson (Suz) was third Yank throughout most of the moto.

Aberg stayed out front on the thin, thin edge of control damn near doing tank-slappers for thirty minutes. Ake

Turn to page 38, por favor.

The secret to Brad's success: superneat moves from the photog dude, concern from "Light Brown" and Sun reports from Lori.

Rounding out the top four was none other than hometown boy Brad Lackey who did very well, indeed.

You take the high road and I'll take the low road and we'll probably knock each other off at the apex.

AMC Junior Championship

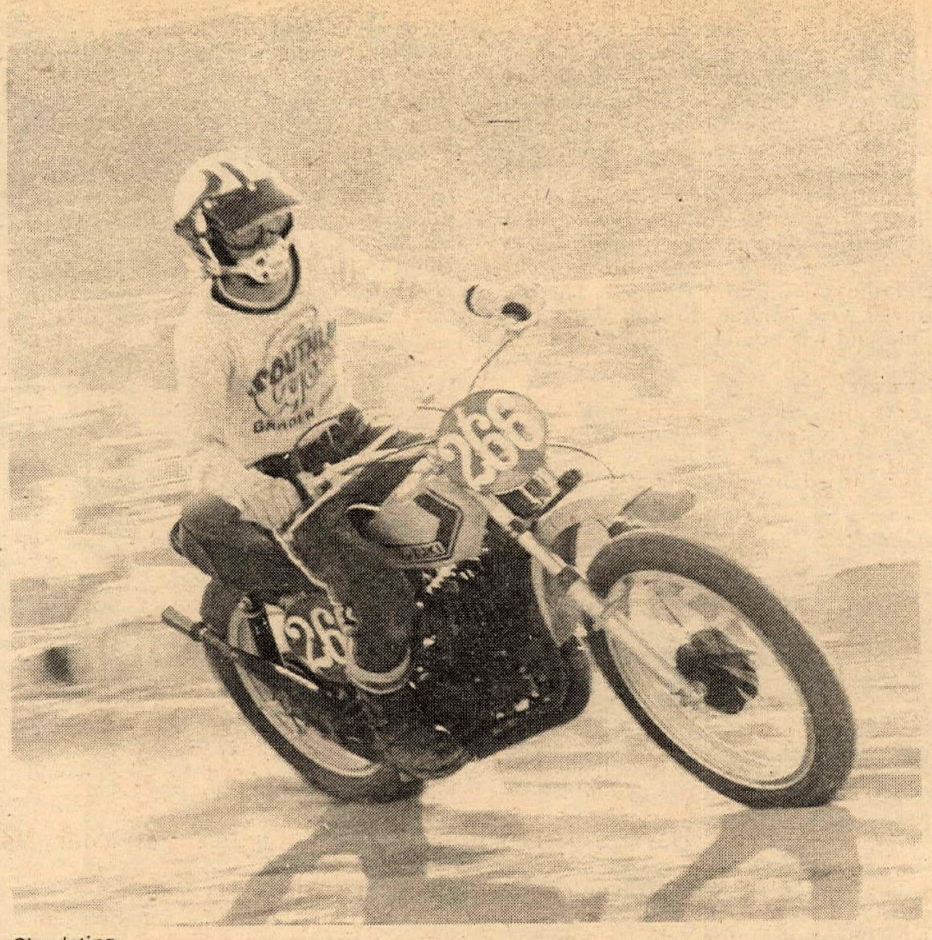
by Scott Heidbrink

IRVINE, CAL., Nov. 26, 1972 — As of now, all results I have are my own, due to JoAnn Hunter twisting herself up when she went riding Friday. She always does a fantastic job figuring the results, and has them early in the day, except today. So I did as best I could, from my knowledge of how's how in the AMC.

In the 250 Beginners, it appeared that Tim Morgan won today's bout on his swift CZ. He dominated all three of his motos, but don't count on him getting the win, because I've seen him race a number of times out here as Junior in the AME. So come on Tim, race in your own division, and don't steal someone else's trophy. The 250 Novice was dominated by the winner of the Hilarious Hat contest on their Halloween race, Manuel Frimbres. This guy can really fly on his Bultaco, and makes you wonder if he is really just a Novice, but he is. I've seen Manuel on a couple of occasions, and in the last few weeks, he must have learned some new tricks, because the way he was putting it to the other Novices, he looked like an Expert. Manuel was never challenged in any of the three races, giving him the unofficial overall win.

The Open Novice and Junior was dominated by the swift CZ of Bob Whitlock. Bob usually rides AME events, but took a weekend off to compete against these guys, and boy did he fly. He too was never challenged in all three of his motos, and was still stretching out his lead at the end.

Bob Hunter is going to take care of you. He had one year's supply of old Cycle News, and is going to go through the results, and if you name pops up too often, or in a higher division than you raced in today, look out!



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WHEELSPORT NATIONAL ENDURO

by Lyle Fergus

LAWRENCE, KANS., Nov. 12, 1972 — The first National enduro in Kansas took place here today. The Wheelsport Motorcycle Club has been putting on top class enduros for about seven years and was ready for its first National.

Sunday morning the Wheelsport Club Grounds were very busy with 338 riders from all over the country getting into their foul weather gear. The riders meeting was held shortly before eight and the rules were explained. The gas trucks were coming through about this time and were quickly filled with some of the weirdest painted containers you have ever seen.

At the riders' meeting the new scoring system was explained. Each rider would have his time written on a card carried by him and the observed checks were to punch the cards. The cards were waterproof (except when submerged) and had special tape to write on that could not be altered. Another new innovation by the Wheelsports was the use of digital electric GE clocks.

The 114 mile course was very well marked. One of the riders said there was so many arrows it looked like it was snowing. Ed Schmidt, overall champion, said the course was very well marked except for one creek crossing where there should have been a danger marking. Wrong way signs and danger markers were also used for the first time. It is kind of nice, when you miss a turn and run right into a red W, you know something is wrong.

At the start the weather was cloudy and could have gone either way, by noon Mother Nature finally made up her mind, she decided it was too dry. So about noon it started to rain, and most of the riders were north of Lawrence in the rocky and hilly part of the course.

By the fourth check the field was down to 32 riders still on time, 338 started. After the enduro was over there was quite a bit of talk about the 24 MPH average speed. Robie Johnson president of the Wheelsports thought we should have two average speeds set up, a bad weather speed and a good weather speed. So if the Wheelsports get a National next year you will see a few small changes. Mike Hinshaw from the AMA was on hand to see how the Wheelsports first National Enduro came off.

One of the worst sections happened to be a very muddy road which caused many riders and motors to give up. Some of the creek crossings were tricky but if it had not rained the speed would have just been about right.

The results were posted at 4:30 and the trophies were to be given out after the 30 minute protest period, except some one forgot the contingency prizes. It took about another 30 minutes to get the prizes, 45 minutes to give away the 97 trophies so the whole show was over at 6:15.

The riders were told about the two and four legged squirrels. Some of the four legged squirrels have a habit of tearing down arrows on the road, so the Wheelsports painted the course. Red for right, yellow for left and green for straight. The two legged squirrels have been eating the arrows in one of the sections so just watch for pieces of arrows. There was only one case of bad two legged squirrels where they turned the arrows around and ran the riders through a bean field, the course was reamarked quickly. (Poor bean.)

Sunflower Cablevision was on hand to film the start and some of the more interesting parts of the course. A 30 minute special was shown later in the week. Camera woman Pat Pandzik was riding in the Powder Puff and place second. At 8:01 the first five bikes started down the road in front of the club grounds.

Making a Mint

The official drawing for starting positions in the 1973 Dell Webb Desert Rally (Mint 40) will be held at the Mint Hotel and Casino in the Merri-Mint Theatre Lounge on December 1, 1972 at 1:00 P.M. The 1973 classic off-road race will trace a 400 mile desert and mountain course north of the city.

Over 100 entries are expected to be in contention for early entrant starting positions. Separate drawings will be held for motorcycles and four-wheel vehicles. The motorcycle race is scheduled for March 19, while the four-wheel vehicles are slated for March 20. All those who enter the race after the December 1 deadline will receive the next available starting spot based upon the reception of their entry application. A total of over 400 entries is expected to be processed between now and race time.

Sponsoring hotel general managers, Richard Schofield of the Sahara and Jess W. Hinkle of the Mint, announced a total guaranteed purse of $70,000 for the March 18-21 event. Prize money posted by the two hotels plus manufacturers contingency awards should push the total cash and products awards over the $150,000 mark.

Race director Mel Larson stated that prize money will be distributed over seven divisions for motorcycles, dune buggies, four-wheel drive utility vehicles, production-type cars and the new mini-pickups.

First place money in four divisions will be $6,600 while $3,300 will go to the top money maker in each of the other three. The top ten will receive cash in four divisions and the top five in the remaining three.

Chief Steward Walt Lott is currently working with the Bureau of Land Management for approval of a course that will take competitors over country which promises to be the most grueling in the race's history. Lott advises new competitors and all those who competed in last year's race and have not yet received their rule book and entry form to write: Race Director, Del Webb Desert Rallye, Mint Hotel, Las Vegas, Nevada 89101.

Now — If You Have a Green Stickie, the Computer Has Your Number

The nation's largest computerized registry of motor vehicles in California's Department of Motor Vehicles now has become the first in the United States to include all types of off-highway vehicles.

"Owners now have a better chance to recover their porperty and officers can make arrests for violations involving off-highway vehicles where, until now, there was almost no way to do so," said Department of Motor Vehicles Director Robert C. Cozens.

"With the help of the nation's most complete data information system of its kind, officers almost instantly can learn whether an off-highway vehicle they are checking is stolen."

He emphasized, however, that the vehicles first must be identified with a special sticker plate at a DMV office. At the same time their frame numbers and engine numbers are recorded for filing in the computer's memory bank. To date, only about 46,000 of an estimated one million OHV's in California have been registered.

The American Association of Motor Vehicle Administrators office in Washington, D.C., revealed that California is first to offer such a program to keep track of trail bikes, dune buggies, snowmobiles, mini-bikes and other off-road types by means of a computerized central registry.

The Department of Motor Vehicles data unit for OHV's went into operation early this month. Previously, it contained records for some 14½ million vehicles registered for use on California highways.

The new phase is an outgrowth of legislation which became effective last July 1st. It required that vehicles used exclusively off the road for recreation on public land carry distinctive identification and be registered with DMV. A prime purpose was to aid in law enforcement.

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TOM SMITH FINALLY WON A RACE

It Was S.G.V.M.C. Barstow-to- Vegas Hare and Hound 1972

Tom Smith won the World's Biggest Motorcycle Race. — Marcia Holley Photo.

Photos by Ed Drechsler, Marcia Holley, Jeff Wright and Rhea.

by Alice Rhea

LAS VEGAS, NEV., Nov. 25, 1972 — The stars look so close I feel that I could touch them. There is a skim of ice on the few patches of water beside the road, which make me more aware of the comfort of the van's heater.

Off to the right I see a campfire. Perhaps a rider who strayed off the course, and, too weary to push his bike further, has lit a fire and huddles near it. I want to pick him up and give him a ride into the next town but we are separated by a barbed wire fence and miles of desert over which the van cannot travel.

Day dawned clear and bright. Riders rose at first light, climbed into stiff leathers and heavy jackets and stamped their feet to get circulation going. Those who were not too nervous ate breakfast. They rubbed frost off the bike's seat with gloved hands and attempted to kick the machine to life. They made last minute adjustments and checked equipment. One last ride to the bomb.

At 7:15 a.m., 2500 riders lined up on the floor of a desert valley near Barstow, California, facing the rising sun and Las Vegas, 168 miles away.

San Gabriel Valley M.C. dropped the banner at 7:30 a.m. and the first wave of riders tore across the valley.

"It's going to be a good day," Tom Smith told himself, kicking the 360 Yamaha into fifth gear. He had picked his path to the bomb and practiced it and now was charging down that trail as fast as the Yamaha would carry him.

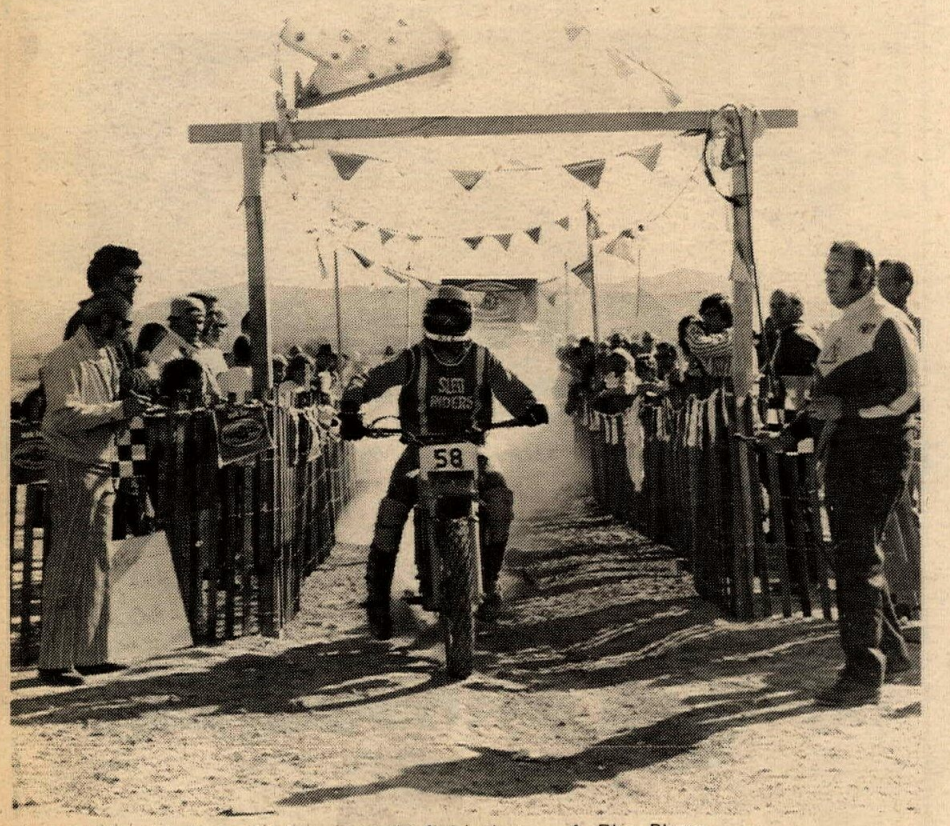
The crowd of spectators at the bomb saw Tom charging toward them, but made no move to get out of his way. Muttering, Tom downshifted to third and dodged around the side of the group and picked up his trail on the other side. He could hear the DKW screaming under the throttle hand of Tom Brooks, and he knew that there were a hundred men behind Brooks who could take this win from him, but today was his and he was determined to hang on to it. He charged on, hotly pursued by 800 other Amateur and Expert desert riders.

Smith jumped the road crossing at the first alternate pit and spectators and trucks were a blur as he streaked down the pit road with Brooks, Gene Cannady, A.C. Bakken and Troy Hollis right behind him. Former World Motocross Champion and winner of this year's Mexican 1000, Rolf Tibblin roared down the road after them.

The list of the first hundred riders to pass this point would read like a Who's Who of Desert Racing. Larry Pfutzenreuter, the Bultaco rider whom many thought would win today's race, lost his clutch lever at the smokebomb, stopped to put it back on and re-entered the race about fortieth overall. George Walker (Kaw), with all his years of experience, got a flat tire and did not even make it to the bomb.

Tom Smith's Yamaha, tuned by Yamaha of Glendale, was running beautifully. Past the second gas pit he saw Checkers' pit crew signalling that he was first and cheering him on. He took one hand from the bars to wave at them, glanced around to see who was behind him, overshot the corner and crashed.

Gene Cannady (Hon) was moving



A. C. Bakken (Hus) was third man into the finish chute. — A. Rhea Photo.

Right behind Tom Brooks (DKW) who came so close to doing the impossible — winning Barstow-to-Vegas on a 125. If the head pipe were a little tighter...Jeff Wright Photo.

fast and when Tom looked up, Cannady was rapidly disappearing down the road.

It all happened so fast that Smith was up, had kicked the Yamaha back to life and was charging after Cannady before the next rider had a chance to take advantage of the situation.

Young Tom Brooks, riding his formidable 125 DKW had challenged Tom Smith's lead all the way. Through the rough sections Brooks would take the lead, only to be out-powered when the going was smooth. Fast, talented and determined, Brooks struggled to hang onto the lead.

Cannady's Honda had lost all but second and fifth gear and at Stateline, no longer in contention, he dropped out of the race for good. Brooks now had a three minute lead over second place Smith, and A.C. Bakken was still further behind.

Brooks knew there was only one way for him to win it. He had opened the throttle full to the stops on the starting line and he held it there, relying on his strength and talent to keep him and his bike upright over the cobby sections.

At Stateline, he could almost taste the victory. It was a reality within his grasp. He had been first overall several times in recent Hare and Hound events, but today was special. This was The Race and he wanted that first place. He was willing to let his body and bike take the kind of beating necessary to earn the win. It would be worth it. Disaster struck just outside Stateline. The header pipe blew off the DKW and with it went the bike's peak power and Brooks' chance.

Many riders with less skill or less luck were already out of the race. Tom Smith had gotten off three times. Picking his bike up for the third time decided that he might be riding just a little over his head. He determined to ride at his normal pace and hope that it was fast enough to give him a victory.

Smith flashed past Brooks and the slowed DKW. They had started the final leg of the race. If he could hang on and keep calm and if his bike lasted...if. He could win.

More spectators. He had seen them at every crossroads along the way. Now they were silhouettes at the top of a small rise. He roared past them and saw the banners of the finish chute rushing at him. He dared not look over his shoulder to see if anyone was about to pass him. Then, before he had time to grasp it fully, he was riding the brakes, sliding sideways, trying to stop before he ran through the barricade of bodies and ribbon that were the end of the race.

Larry Pf. kept his hold on that 1x plate, finishing three places up on Fishback Rolf Tibblin (907) got past him, though.

Barely aware of the cheering crowd, Tom accepted his finisher's pin and bottle of champagne which were hung on ribbon around his neck like medals.

He did it. He was the winner of the world's biggest Hare and Hound. He had beaten the best that desert racing had to offer. And it was Tom Smith's first overall win ever.

Riding his disabled bike to the limit, Tom Brooks soared over the rise and into the finisher's chute, second overall and first Division II Lightweight Expert. And the best that a bike this small had ever finished in the Barstow-to-Vegas race.

A.C. Bakken had moved from fourth to third to second to third to second to third all the way through the race. At the finish line he was still in third place. His ten-minute gain had not quite been enough. He slid through the chute sideways, perhaps disappointed at not winning, but grinning at the fact that he had done so well.

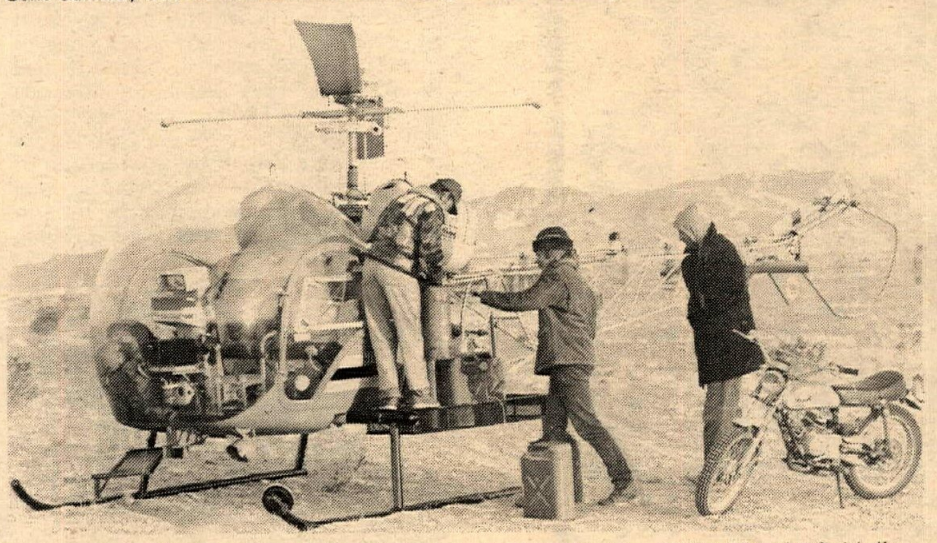
Last year, A.C. was first Novice in the B-V, and he did it wearing a brace to ease the pain from three cracked vertebrae which had not quite healed.

Rolf Tibblin came in next, fourth overall and third Open Expert. Rolf received his congratulations, finisher's pin and champagne, stepped up and congratulated Bakken, allowed the photographers a few moments for pictures, then left with friends who pushed his Husky away for him.

The experience and talent of Larry Pfutzenreuter were taxed to the limit as he moved from fortieth place at the bomb to fifth at the finish line. Larry is fighting to maintain possession of the Number One Lightweight plate.

Please turn to P. 26

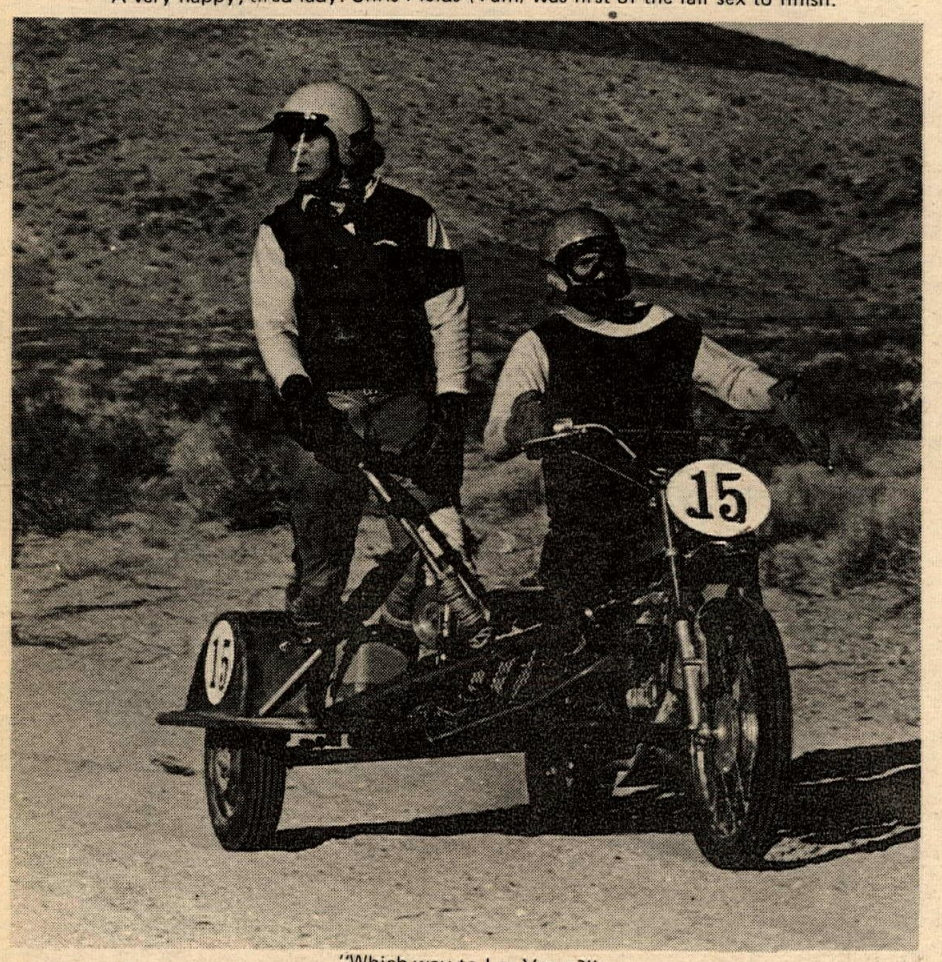
Gene Cannady had his Honda in the lead so long as it was running.



"Now when we finish gassing up the chopper, we load the bike in and head for the finish line. Are you sure this one is faster than the Checkers' helicopter?" Al Buck makes motorcycle movies. — Ed Drechsler Photo.

He finished the world's longest Hare and Hound and was not monkeying on a sidehack.

A very happy, tired lady. Chris Fields (Yam) was first of the fair sex to finish.



"Which way to Las Vegas?"

Continued from P. 25

Finishing first 250 Expert today may have cinched that title again for him. If he was disappointed at not being first overall, it did not show as he pushed his way through the crowd of well-wishers to congratulate those who finished ahead of him.

Desert racing is a very personal thing and nobody knows except the racer what heroics he performed between the start and the finish. They see him flash by at the pits and check points and know his order but they know nothing of the problems and personal victories along the way. And he can't really tell you.

He might tell you about the road crossing where he got all crossed up and thought he lost it and then managed to save it, but he can't really tell you how it felt when he found himself landing upright and flying toward the finish.

Larry Roeseler got a good start and his Baja was screaming along in perfect form. Just out of Gas Check One his rear tire went flat. Larry fought the bike, hoping against hope that the tire would stay on the rim. Knowing that he was not going to be first Trailbike, he kept trying for the best finish he could manage. He wasn't surprised when Cordis Brooks passed him and went on to take first Trail Expert.

Perhaps he was a little surprised that the tire did stay on the rim and that nobody else in his class got by him and he was able to take second place in his class, finishing at 112th overall.

Cordis Brooks is somewhat unusual. His Hodaka stands right in the middle of this year's lineup, Number 5. Sandwiched in the middle of the row of top ten Trailbike riders this year, his is the only bike which is not a Harley Baja.

It was a long race, and nobody knows what Cordis had to demand of himself and the Hodaka in order to be first Trailbike across the finish line. But when he received his finisher's pin and champagne, he forgot what it had cost him and how sore he would be the next day and grinned.

It was a great day for Yamaha of Glendale. Not only was first overall, Tom Smith, riding out of their shop, but first Amateur, Jack Orndoff, *is* Yamaha of Glendale.

Bob Van Stee, carrying number 1234x on his Bultaco, was first 250 Amateur, closely followed by Jeff Kirk (Yam) who was second 250 Amateur.

Neil Christman piloted his Puch in for victory in the Division II Lightweight Amateur battle, finishing ahead of a great many Experts in that division.

Chuck Cartledge was sure that his Hodaka wasn't going to make it. But he didn't break down and he was the fourth Trailbike to cross the finish line as first Amateur Trailbike.

Finishing 269th overall, Mike Powers rode his 250 Montesa in for the win as first Novice, followed by Thomas Grant on a 250 Husky.

First Open Novice was Jim Harwood, mounted on a 360 Husky, with Walt "Wild Duck" Morrison and his 400 Suzuki right behind for second Open Novice.

Mark Dunlogson rode his 175 Penton in for Novice win in the Division II lightweight class, with Bob Ehorn (DKW) taking second place.

George Guiles (Hod), the pride of the Stump Jumpers, was first Trail Novice by a wide margin. Much later, Bob Kiker rode his Honda in for second place, followed shortly by Robert Zamora (Yam).

Tim was when the 650 Triumph was King of the Desert. No more. Triumphs are so rare, in fact, that when Mike Burke rode his across the finish line S.G.V.M.C. gave him a bottle of champagne and saluted him as first Dinosaur.

John McCowen and Kookie (Hus) finished today, drawing a large crowd of cheering friends. John had started earlier that today would be Kookie's last long race as he is getting too old for that sort of thing. Kookie got off once during the race, injuring his eye. Although it looked like it hurt, the eye seems to be O.K.

Bill Thorwaldson, better known to some as "Pops" or "Uncle Bill", rode his 250 Bultaco in, very pleased with himself and more pleased when the San Gabriel folks presented him with his champagne. We couldn't discover whether the prize was for being first Old Timer, first former Number ONe, or just for being "Pops", but everyone was so pleased to see him finish that any of those reasons seemed adequate for us.

There are 2500 stories about the Barstow-to-Vegas race. Some of them are sad, some funny. AMA's own Mike Hinshaw managed a glorious 694th overall. He says his Husky seized five times and then he got run over. The moral to that story is: If you are tired and feel you must lie down and rest, do so off the course.

A great many bikes barely finished the race. Some with chains hopelessly tangled, with tires coming off the rims and spokes bent every which way, with transmission locking up, with bent and broken frames and fenders and handlebars. But the finishers just kept coming in.

Current Open Expert points leader, Art Knapp (Hus), didn't finish as well as usual today, but he did finish. His bike seized and while he waited for it to cool, somebody got off hard right in front of him, breaking an arm.

Art felt that he couldn't leave the boy and sat with him for about two hours. Finally, Art rode out and got a pickup to haul the boy to a hospital or first-aid center. Then Art continued the race. Right after Stateline, Art came upon a fellow club member whose bike had quit. Well, that far back, he might as well lend a helping hand. Art towed the fellow in, finishing late in the afternoon at 1462nd overall. Lessee, with 2500 starters, 1462nd position is worth how many points?

It was a long race and sometimes you have to find a way to give yourself a little incentive. Number 20 pieplate, riding a Kawasaki, had a Mr. Goodbar candybar strapped on his handlebars. "That's my treat for finishing the race," he quipped.

Last year's B-V had 638 finishers, led by a guy named J.N. Roberts. This year there were 2500 starters (Entry limited courtesy BLM.). Starting time was moved up to 7:45 a.m. and the course was altered slightly to avoid the section where so many ran out of gas last year. The starting line was moved 12 miles toward Las Vegas. At last count, including cute little Chris Fields (Yam) and five side hacks, first place going to Don Davis and partner Acevedo on a Honda (Yes, they went all the way.) there were over 1600 finishers.

I wonder how many of those finishers were helped by the blessing of the man with white robes, sandals, long hair and beard who dipped his cross in benediction at each rider passing Check One?

Please turn to P. 36

Who says a factory production cycle can't take the "Specials"!

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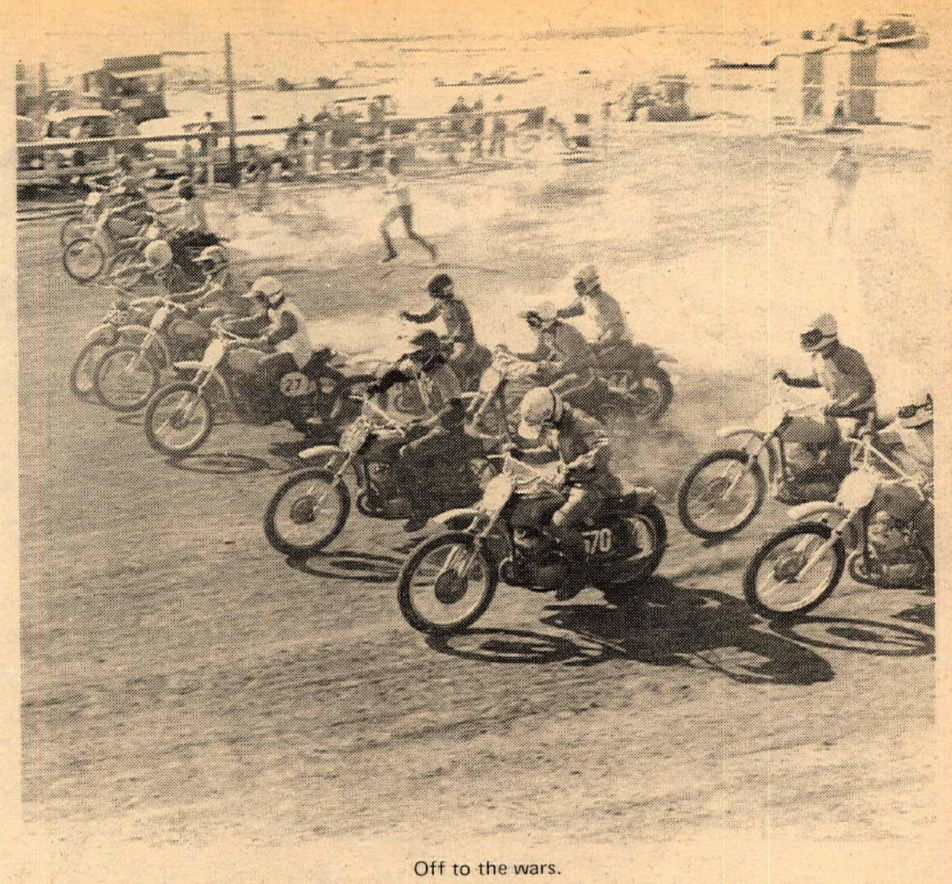

Off to the wars.

Muntz MX

by Mark Milford

MOORPARK, CAL., Nov. 19, 1972 – Despite the rain that fell all week long, W.S.M. perservered and managed to whip the track into shape in time to host another Junior-Intermediate motocross event at Muntz Cycle Park today. The track, itself, had been changed by the promoters so much in the past weeks that it bears little resemblance to the Muntz course of a month ago...all, I may add, to the better.

With no one having 'wired the track', the 125 Jr-Int class again presented possibly the fiercest competition of the day. In the first moto, a pair of sponsored riders, Skip Reuter (DKW), from Camarillo Competition Cycles, and Mark Milford (Yam), out of Yamaha of Thousand Oaks broke into the 1-2 spots and stayed there for almost the duration of the race. Then, with two laps to go, Elliott Brainard (DKW), who had crashes earlier, began pushing his way to the front. In short order, he zapped Milford and moved up to begin challenging Reuter. The checkered cut his bid short, though, and they finished in that order. The second go, therefore, was solely the property of Brainard. He built up a huge lead.

Going into the last round, Reuter and Brainard were tied for first and in true story-book fashion, they were first out of the first corner. Brainard kept Reuter at bay until the end, and took home first place gold.

The 250's quickly took on the look of a "crash-o-rama", so Chris Forbes (Mai) took the overall by sheer consistency. In the first race, he and Intermediate John Costahaude soon began dicing it out, but Costahaude soon crashed and finished fifteenth. The second time around, Costahaude grabbed first, and Rich Leonard (CZ) took second. Forges hung in for a third. And finally, in the last go, Forbes was shoved down even further, to fourth. But at the end of the day, even though they had beaten Forbes in two motos out of three, both Leonard and Costahaude were held down by those rotten first moto finishes. Forbes, the underdog all day, took it all home.

Indian Dunes MX

by John Grout

VALENCIA, CAL., Nov. 26, 1972 – Returning to the racing wars following an injury-induced, four-month layoff, Gary Wilson Doane, who was straddling a rocket of a Husqvarna for the people at West Cycle in Newhall, found himself involved in a constant back and forth struggle with an entire gaggle of racers on his way a three-for-three overall victory in the full-bore 250 Junior activity. So hot did the two-wheeled combat grow at specific stages, that the third moto produced four different leaders before the final flag was reached.

Affording Doane most of his hassle was an elite crew of lightning rods led by Wayne King (Yam), Eric Bricston and Dave Arnold, both on CZs and Rich Cox and Tim Ford, also on Yamahas. Doane, however, managed to work his way from behind the pack in all three motos, scoring decisive – even if somewhat narrow – wins in each.

Lunsford, another grand slammer, who was riding a Husky amongst a combined grouping of 125, 250 and Open Senior/Expert contestants, trounced all three divisions in each of his trips to the starting barrier. He was mounted in the saddle of an Open displacement machine.

Jimmy Bauer (Bul) was 125 Senior winner. Bob Bayle (CZ) grabbed the 250 go.

Ray "Revell Raider" Soffa, who is sponsored by Revell Two Stroke, Ltd. in Sun Valley, punched to three straight wins at the expense of a large number of riders in 100 Junior, Division A, warfare. Getting second and third places behind the Bultaco whiz were Dave Krikac (Bul) and Larry Butgereit on a Penton.

Charlie Angell blitzed the remaining 125 Junior class, recording straight triumphs against Mike Lacy, Dave Brosky and Ed Bogg, among others. Winner Angell rode a Penton.

Other encounters for Junior-ranked riders were won by Angelo Barbera and Charlie Grove, both 100 combatants; Larry Lewis (250, Div. B), and Terry Abbatoye, a Maico-mounted sensation who kicked dirt at an overflow bunch of Open machinery.

World Champion Joel Robert will be conducting a special motocross school for Powder Puffs – only – this Saturday (Dec. 2) at the Old Reservation. Donation is $5, and it all goes to M.O.R.E. We advise you to phone John Grout at the Park after Tuesday, if you'd like to get in on this one-time opportunity.

CRC MX

by The Shadow

DEVORE, CAL., Nov. 19, 1972 – There is nothing more exciting than a team race to watch, or participate in. Just ask any of the riders who competed Sunday at Arroyo, or those who stuck around to watch the festivities.

Once again the CRC used the secret envelope bit at the end, with the win going to the top rider in the Open class.

Winners of the Team race Sunday were Steve J. Casagrande (Hus), and Kevin Talbot (Mai). The same two riders also placed high in the Open Novice class, Casagrande taking a second, and Talbot settling for a fourth. Other top riders in the Open Novice race: Kirk Long (CZ), the winner, and Tom Lathrop (Yam), third.

Incidentally, mom and dad Long had a long day of cheering. As we mentioned, son Kirk won the Open Novice race, while son Keith (Hus), captured a victory in the Open Beginners race.

The racing Hewitts, who are easy to pick out of a crowd, were also on hand. Just look for a couple of tough young Minibike riders with a lot of freckles, and you have Jon and Jeff Hewitt. Both ride Hondas, with Jon taking the Minibikes, over 11 class, and Jeff capturing the Minibikes, 10 and under event.

Geoff Singer (Hon), another top rider in the Minibikes 11 and older class, placed second to Jon Hewitt. A couple of other favorites were in the same event, Mark Weaver, who took fourth, and Harlan Kistler.

Behind Jeff Hewitt were such all-time future greats as Davee Collins, Gary P. Schooley (his elderly daddy is a fair rider in the Veterans class), and Tony "The Tiger" Barbacovi.

In the Powder Puff race, Lynn Musgrove (Hod), was an easy winner due, in part, to a rather interesting mishap which put the "Racing Mommy", Markita McDougal out of action early. In the first moto, Markita got all of six feet from the starting line, fell, and was rushed to San Bernardino Community Hospital for stitches. Six stitches later, Markita was back sitting in a chair, and spent the rest of the day watching from the sidelines. Golly, Markita, only six feet?

John Smoot (Kaw), was a winner at 100 Beginners, under 16, with none other than Jackson Kistler (Yam), a second place finisher. Jackson is the brother of Harlan, the Minibiker. Let's see, that's three sets of brothers – want to try for four?

A winner in the 100 Novice, under 16 race was Richee Collins (Yam), brother of Minibiker Davee. Thirteen-year-old Richee has his biggest problems at the end of the race, trying to fight off all the 13-year-old girls who suddenly want to be trophy girls when he's around.

Mark Weaver (6S) leads Harlan Kistler. They finished fourth and fifth plus 11 Minis in the order shown.

Cycle News North

Wilseyville Hare Scrambles

by Bill Spencer

WILSEYVILLE, CAL., Nov. 19, 1972 – What has to be considered one of the toughest years for this annual Hare Scrambles still managed to draw the attention of some 525 riders. While rain was forcing the cancellation of many other events around California, this event started to draw its contingent of riders as early as Thursday. The 17 years of this affair has not waned and the Saturday night parties while very damp, were still prevalent and the only major missing factor was the J.R. Trammell barbeque. This year it was replaced by the Fremont M.C. orgy that kept the Schad's resort jumping.

The track layout varied from the past few years, only slightly and mainly due to the increased amount of rainfall. It was sloppy in some spots and nearly impassible in others. Some of the original trails were rerouted due to the rains but the usual great, challenging course was there for the asking.

The course started as it usually does, sort of downhill to the creek and then very topsy-turvy uphills and downhills that circle the camp and comes back in after 17 miles. Do this four times and you've completed the event. I don't have the figures of just how many completed the four laps, but it wasn't a whole lot.

The guys that did see the whole thing and went home with all the brass reads like the who's who of motorcycling, at least in this area. The likes of Dick Mann, Jim Odom, Carl Cranke, Don Stover, Ray Huff and dozens of others make motorcycle racing what it is today. Leading out was Crank with Mann coming up to tailgate him for the first three laps. No matter what the condition of the terrain, those two never seemed to be more than five feet apart.

Somewhere along the line, Bugs' tire went flat and on the third lap he had to stop and wire the tire to the rim as the spokes were bent and broken and missing. This was the type of thing that made the usual straight faced Cranke come in to the last check with more teeth showing then face. He was a happy soul and his Penton and he deserved the rounding cheer of approval. Despite Mann's troubles, he still managed a seventh in class.

Taking third overall and first in the Open Expert department was Jim Odom on a 360 Yamaha. Odom is ideal in this stuff and despite his injuries of past year, he is now in great shape and ready to get back to racing.

Finishing right behind Odom was Bruce Kelley and while he figured he did pretty well, first look was eighth, when he found out that Odom won and he came in right behind him, well, it was time to recheck the brooks. One digit was written down wrong, but the error was caught and Bruce did get his second.

No matter what the reasons, good or bad, this type of event is the most fun and certainly challenging in every respect. The only problem remains in our ability to keep land open for use by our clubs. Big brother wasn't watching over the shoulders of the Polka Dots for this one but don't think he isn't around. Lucky for us, we have Russ Sanford and MORE who was there as chief announcer. I just hope there will be an 18th annual Wilseyville.

ABOVE: Dick Mann and Carl Cranke on lap two dice on an uphill through some pretty country in the rain. RIGHT: A narrow trail makes for a bottleneck.

This is the way we wash our clothes. The field gets going in the rain.

Cloverdale Indoor

CLOVERDALE, B.C., Nov. 11, 1972 – What a night! Some riders came from as far away as Edmonton and Seattle to literally tear ecah other to pieces on the tiny dirt oval.

Over 700 spectators, jammed into seating capacity designed to hold 600, watched 35 riders in the 250 class run off six heats and five semi finals to try for the 11 man "A" Main and the money. With the large turn out of riders we ran off a "B" Main to give more riders an opportunity to race.

First man out in the time trials was Jon McCaffery (Suz) setting a new record time of 8.5 seconds which 3/10 3/10ths of a second off the old time and on that short track that is quite a bit. Two other riders also timed in faster than the old time. Randy Skiver on a Everett Motors Suzuki and Cris Hansen on a Clarke Simpkins Honda both turned in a 8.6 second time.

In the 125 class McCaffery finally quit being No. 2 and started being No. 1 and went home with all the marbles. McCaffery won both the Trophy Dash and the Main event. He finally kept his motorcycle on two wheels and was never seriously challenged on his home built Suzuki. McCaffery is now being sponsored by Modern Motorcycles from Vancouver.

The 250 class looked like the Roman gladiators in the Forum with the lions attacking them. From the first heat to the last main the action in the corners was enough to give our insurance man heart failure as it was no-holds-barred racing.

Cris Hansen on a Clark Simpkins Honda jumped into the lead in the Trophy Dash to win easily.

The 250 "A" Main was 11 of the fastest and toughest riders and they all took turns leading for a while. Both Cris Hansen and Randy Skiver led and went down and out of the race with Hansen suffering a badly gashed leg. Randy Scism on a Clarke Simpkins Honda took the lead. Scism managed to hold back George Lenard and Steve Baker, on Yamahas to take the first place after a very close finish.

Five girls showed up for the first powder puff. These girls have never raced before and lacked experience but that will come with future races as the enthusiasm is very high among them. Bernadette Hendrik borrowed a 100 Yamaha from Pace Motors and went off and won both the Trophy Dash and the Main. Surprisingly her time of 10.4 seconds is faster than some of the more experienced riders.

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Cycle News Central

by Ray Grass

SALT LAKE CITY, UT., Nov. 11, 1972 — In this race under the dome of the Salt Lake Fairgrounds Coliseum, there were more turn-of-events than on a roulette wheel.

Take for example the three heats of racing in the special class of the night. It was a two-way battle between Craig Williams and Tommy Dickerson.

In the first heat the two jockeyed back-and-fourth for the lead the whole race. Williams, on his custom Jawa, finally held on in the last to win. In the second heat, though, it was Dickerson, also on a Jawa, who snagged the victory.

In the final heat of the evening, the two bumped and pushed and slid all over the track. First it was Williams in the lead, then Dickerson, then Williams and then Dickerson. Finally, despite a home-stretch push by Dickerson, Williams got the checkered.

In the second Main, the Open Expert, Williams had the same trouble. The only difference being, the tall, light-haired and mustachioed rider won all three heats for the crown.

Dickerson had the same problems in the 125 Expert class. If he wasn't busy missing fallen rider, then he was surely busy warding off the front tire "greetings" of challengers.

To start things out it was young Danny Maxwell who proved his worth in the scratch Main. As far as consistency goes, there's probably not a rider on the track to match young Danny.

He won the Main on his Yamaha with little, if any, threat from the pack. Hugging the corners and coming-on in the stretch, Danny took the checkered a goodly distance from second place runner Scott Jones.

A short time later, Danny returned to the track to grab title number two — the small bore Novice. Again with the calmness of a glider, Danny kept'er in close.

Not to be out-done, his father Ron poured the coals to his 250 Maico to claim number one spots in the 250 Expert and the Sweepstakes.

But, even father had to bow to the power in the scratch Main. He started out just behind Danny, but spun on one of the "ice" spots and had to finish out of the running.

Craig Williams won second honors in the 100 Expert behind Rock Frampton. Williams, on a Suzuki, challenged Frampton, but couldn't quite muster enough to get around. Third was Senior cyclist Adrain Nebeker on a Honda.

Falling behind on last week's showing was Steve Burgess. Last week Burgess was the number one rider. This week, the Salt Lake cyclist had his troubles like most of the others. He did win the 200 Expert division, though, but, not too far ahead of Bob Best.

Following Dickerson across in the 125 Expert class was Dave Wayment on a Suzuki and in third was Ken Moore on a Yamaha.

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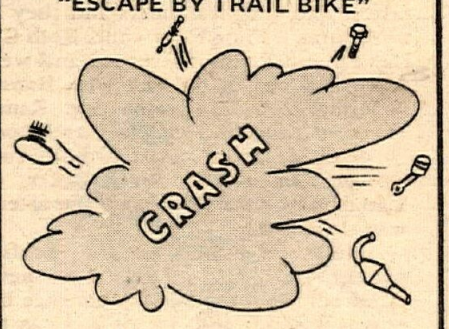

Words, pictures and diagrams worth their weight in gold. Bill Brokaw and Wiltz Wagner combine their talents to provide an introductory into the off-road world. Should be mandatory reading for all beginner cyclists and recommend reading for even expert riders. Limited edition $3.00. Cycle News Products, P.O. Box 498 Dept. CNP, Long Beach, Ca. 90801.

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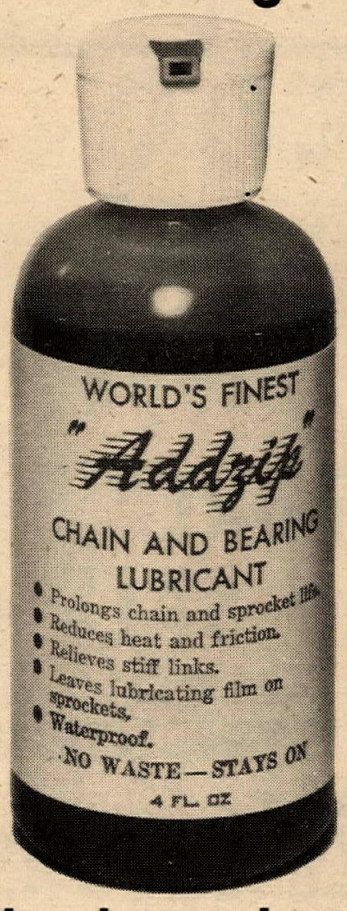

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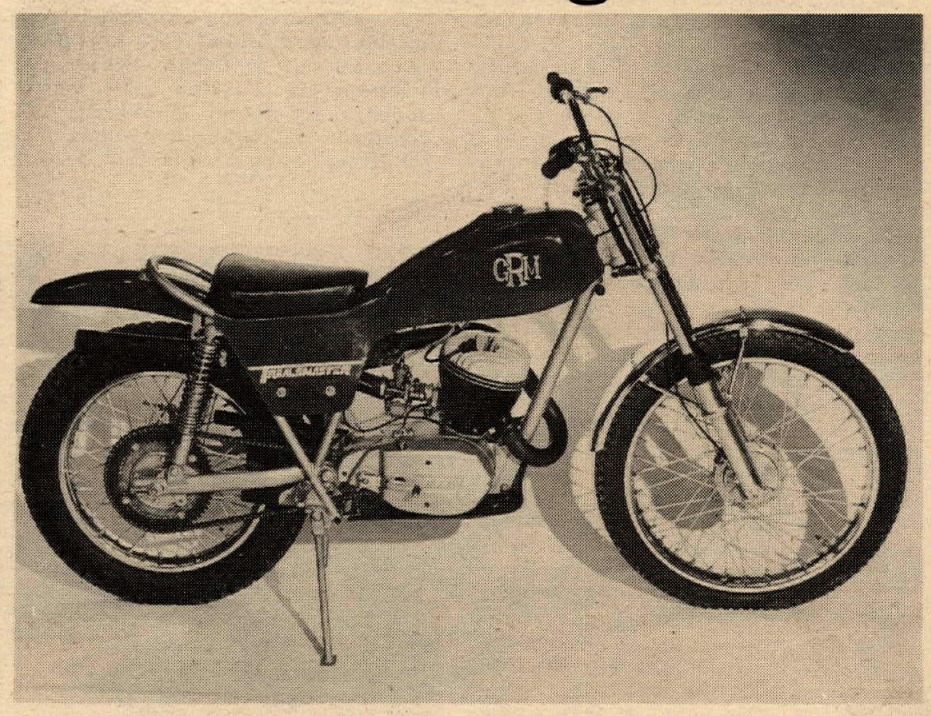

The GRM is trim for Observed Trials work, as most riders will probably campaign it. Note right side shift; 26mm Mikuni; pipe tucked way inside frame, which is Grapevine's own design.

by Norval Hilyard

OBSERVED TRIALS, a sport which is on the increase in leaps and bounds (pun intended) is thought by most to be something new, at least to the U.S.A. but friends of Bill Grapevine know otherwise.

In 1951, Bill promoted what was probably the first motocross on the American continent and, shortly after that, he began fiddling around with Observed Trials.

He promoted a great many Trials and competed in even more. When he rode, he usually rode on a bike of his own design and construction and in so doing he created a demand that exceeded his ability to produce enough of his specialized motorcycles.

It was only logical that he should search for an existing factory capable of giving him the quantity and the quality that he required in a Trials mount.

A little more than a year ago, Bill found the ultra-modern and progressive thinking Moto Islo motorcycle factory nestled high in the beautiful cloud-tipped mountains of Saltillo, Mexico and an extensive program of research and development began.

It wasn't easy for Bill and his tool designer/partner Charles Hill because there was no one at this factory who had even seen an Observed Trials or a Trials bike.

They did, however, have a serious desire to get into the American market so Hill and Grapevine took their combined knowledge, Bill's blueprints for his Trials machine, a hand-built prototype and moved to Mexico where they spent the better part of the year.

The result is called the GRM Trialsmaster and some of its specs are as follows.

The frame is made of aircraft quality 4130 steel tube, imported from the United States and put together by Mexican craftsmen.

The frame design is Grapevine's own and is somewhat similar to his motocross "Maverick", except of course for the geometry. The new bike uses a single front down tube instead of having a double loop frame.

The swing arm is certainly the stoutest to be found on any of the present crop of Trialers and this ruggedness probably reflects the designer's preference for rocky sections.

The rear shocks are the very good Boge units manufactured in Guadalajara, Mexico and on the front they use either the Betor or Ceriani forks.

Gas tank and seat sections are fiberglass of a design similar to those found on competitors machines.

The powerplant is Moto Islo's own and is only a slightly modified version of the same engine they have been producing for some sixteen years. Performance is surprising, however, particularly when you consider that the total displacement is only 215cc.

Reliability of all Islo motorcycles seems to be fantastic *(Definitely!...Ed.)* and evidence of over-engineering can be found everywhere.

The crankshaft, for example, rides on four rows of ball bearings and the transmission can literally withstand pounding with a hammer.

The only real modifications to the engine are the addition of an extra flywheel mounted on the crankshaft on the primary drive side and the replacement of the 27mm Bing carburetor with a 26mm Mikuni. The torque and horsepower come from the porting and exhaust system.

Grapevine thinks like Mick Andrews when it comes to wheelbase and location of foot pegs in relation to rear axle, etc., and a tape measure will show that the GRM and the Ossa Plonker have nearly all the same dimensions even though both factories had been into their respective designs for several months before either had a chance to take a peek at the other's model.

On the deficit side, the GRM is seventeen pounds heavier than the Ossa MAR but this includes a steel front fender, steel rims, lights, and a trip speedometer.

All these can be modified by the purchaser to bring the weight down. The retail price of $795 will allow the owner to do this and still not have as much invested as he would have paid for one of its Spanish competitors.

Also of interest to a potential buyer is the price of replacement parts which in many cases are around half the cost of the Spanish bikes.

Of interest to would-be dealers will be the availability of parts and bikes, all from a warehouse located in the center of the United States. The distributor is, of course:

GRAPEVINE RACING MOTORS INC.,
750 East Pawnee
Wichita, Kansas 67211
Phone: 316-685-6447

Grapevine should never get caught short of parts due to dock strikes, etc. If worse came to worse he could jump into a truck and *drive* to the factory for whatever he needed. That's something few distributors can do.

Dealers looking for a Trials model to add to their line without having to take on a full line of Enduro, motocross, and street models, would do well to drop a line to Grapevine. He's serious about trying to make the world's best Trialer and at the price it's going for you're going to see a lot of them in the hands of folks who simply want a super reliable Trailbike.

GRM Inc. is making one of these bikes available to CYCLE NEWS for a test ride soon and the results will be passed on to you.

GRM Trialsmaster

Lights, front and rear; a front-wheel drive odometer, Betors or Cerianis up front and Boge shocks at the rear are part of the standard set-up. A variety of rear sprockets have been tried on the machine.

More Central Stuff

San Manuel Turkey Trot

by Scott Schafer

SAN MANUEL, ARIZ., Nov. 20, 1972 — Richie Varner lived up to his advance billing today at this twisting desert raceway, as he poked his Chapparal out ahead of the minis for an easy victory. The Desert Cycles Goodguys weren't so fortunate in 125 Expert, as Paul Redman's CZ grabbed its piston on the last corner of the last lap to guarantee antique George Daiber the first place honors. Steve Whatmore pumped his golden Husky around in Expert company to tie down the Novice section of this combined class.

With no 175 class to show off his super-quiet baby blue Penton, Sam Redman tweaked the 250s for a crowd-pleasing win. To lock down his local hotshoe title, the blond Redman took the same scoot the same route in three Open class motos, for back-to-back Expert wins.

Ivan Russell's sideburns picked up a couple more gray hairs as the Tucson blacksmith imitated DeCoster in vain attempts to banzai by Slick Sam.

While Pat Schultz was popping plugs into his 125 Yammie, Bill Armstrong and Yamaha of Tucson teammate Jeff Billotte were kneading knobbies with Boyd Baker on their 250s. To cap off the hot competition in this class, Jerry Kent added a nifty touch to his race card by setting up a buddy race with two riders up on each motor. With brother Sam searching frantically for the passenger pegs, Paul Redman blew everybody into the puckerbushes for his big win of the day!

Salt Lake Short Track

by Ray Grass

SALT LAKE CITY, UT., Nov. 18, 1972 — If, by chance, you were to meet Steve Burgess for the first time walking along "Any Street, USA," you'd have a helluva time telling he was a motorcycle racer.

But, put him under the dome of the Fairgrounds Coliseum, with his red racing shirt and his white-visored helmet and a motorcycle and it's look out Custer, the war parties on its way.

Without the slightest quiver of the larynx, one could say Steve Burgess has more grit than a cement factory. In fact, he'd probably give olde Mr. Grit himself, John, a spur in the side.

Through the evening's racing, Burgess took more spills than a milk bottle in a carnival pitching booth. But, despite all the bumps, bruises and spills, the Salt Lake riders came though to win the top honor of the evening, the sweepstakes, and the 200 Expert division.

The big one, though, was the Sweepstakes. This was where they got all the winners from all the Expert classes and pitched them in the pool for the money.

As the green flag fell, and the bikes funneled for the inside track, a careening bike forced Burgess into the hay bales. Burgess hit first, then the bike right on top of his arm. Early prognosis pointed to a dislocated or broken elbow.

Burgess shook off the pains, dusted off the aches, and was back in his position before the starter could unroll the flag.

This time the starters made it into the first corner without disaster. And, when all the bumping, pushing and knocking was over it was Burgess in the lead.

For the full ten laps it was Burgess, over the finish line on the 175 Yamaha. Nipping at his heels the whole time, though, was Craig Williams and Senior cyclist Adrian Nebeker. Williams, a mustachioed young rider from Ogden, collected second place honors on his 400 Suzuki and Nebeker third on his 250 Honda.

Burgess earned his slot in the Sweepstakes by winning the 200 Expert class. Second was Bob Best on a Bultaco 200 and third was Dave Wayment, on a 125 Suzuki.

From the first heat to the last, it was cycling whizz Craig Williams in the Open Expert class. From the time he hit the throttle and leaped out of the hole, it was almost no contest.

Williams with the finesse of a Cobra, struck out for the victory. Brian Hood, on a Maico, and Dave Hutchinson, on a Honda, presented their bids, but were not quite up to par to Williams.

You can say a lot about Adrian Nebeker. But when all the spokes are counted, experience counts. Throughout the night it was the same story — get the lead and hold it.

Dropping his Suzuki just before each turn, then bitting and slidding around the one-twentieth of a mile oval, Dickerson had no trouble keeping challengers Richard Allen (Yam) and David Wayment (Suz) at bay, in the 125 Expert.

In the 100 Expert class, you'd think the only bike running was a Honda. For, that's exactly how they finished: Rock Frampton, first; Mark Glassett, second; and Adrian Nebeker, third.

With a touch of light-hearted merriment Rick Plumb led the team of minibikers around the dirt arena with the speed of an idling Jawa and the grace of a floating seagull. Scott Dickerson rolled across the line in second place and Ron Perry in third.

Young Jimmy Boyd, of Brigham City, proved he was the best of the small minibikers as he put his Honda through the turns with all the skills of an Expert.

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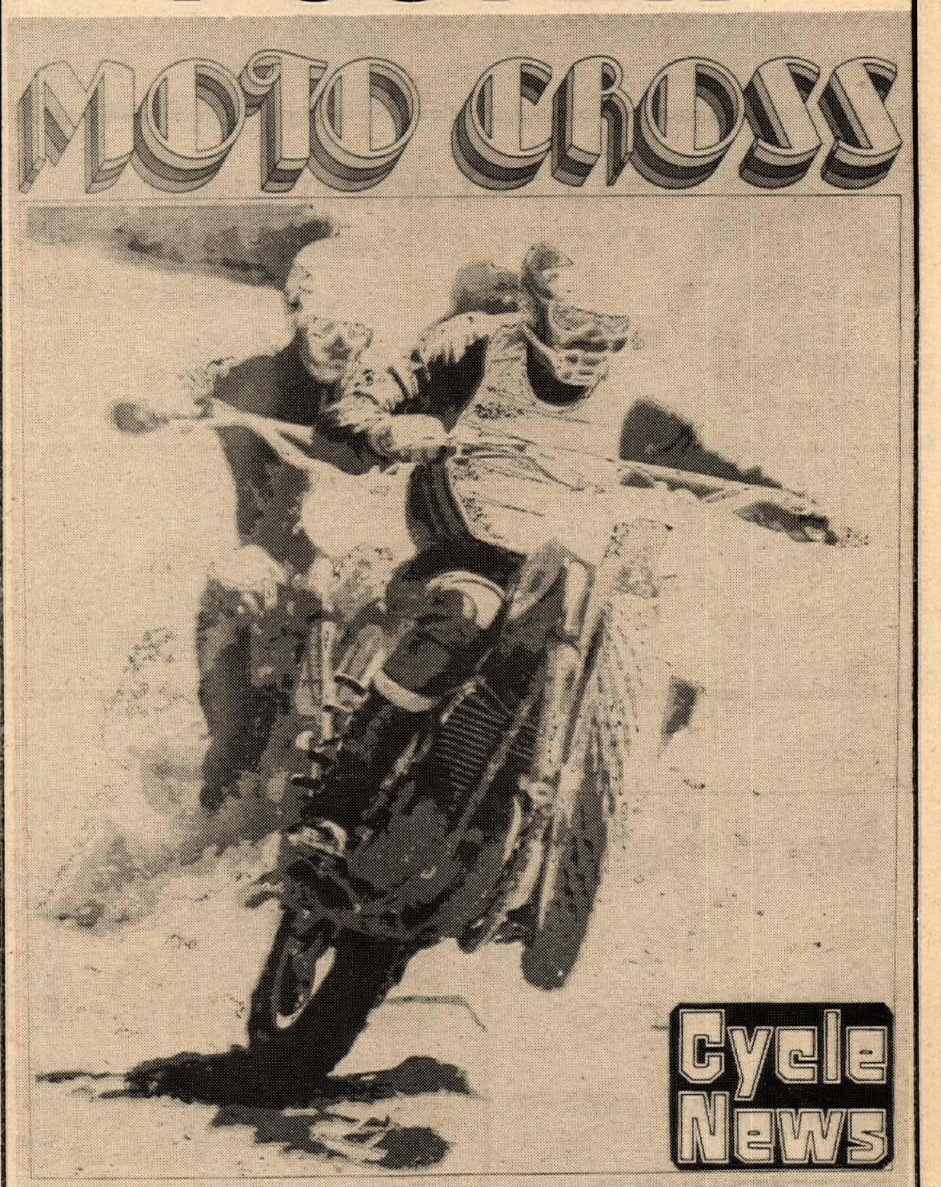

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NATIONWIDE CALENDAR

Dec. 1

INDOOR CHAMPIONSHIP SERIES, points race. Minneapolis Auditorium, Minneapolis, Minn. $6,000 purse.

Dec. 3

TRANS-AMA MOTOCROSS, Saddleback Park, Irvine, California.

Dec. 10

INDOOR CHAMPIONSHIP SERIES, points race. St. Louis Civic Center, St. Louis, Mo. $6,000 purse.

All events must arrive by THURS NOONin WRITTEN FORM

Dec. 25

It's Christmas, go out and get your bike ready for the next race, instead of getting fat.

Jan. 12

INDOOR SHORT TRACK, Cobo Hall, Detroit, Michigan. $6,000 purse.

Jan. 26

AMA NATIONAL TT, Astrodome, Houston, Texas. $12,000 purse.

Jan. 27

AMA NATIONAL SHORT TRACK, Astrodome, Houston, Texas, $12,000 purse.

The Chuckars MC of Hawthorne, Nevada sent an item about their 100 miles Hare Scrambles. If you manage to go on the right day it will cost you $6 post entry, if not it won't cost anything. If you're worried you can send $5 to Chuckars MC, Box 742, Babbitt, Nev. 89416, and forget about it.

calendar

Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations and date changes in writing. Information regarding your club's event must arrive at Cycle News by noon on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

FIRST & THIRD SUNDAYS:
Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 a.m. First race at 9:30 a.m. Practice 8 a.m. to 9 a.m. Gate $2.00, Entry $2.50 member, $3.00 non-member. Silencers required. Three number plates PLEASE. Info. call 714/247-7473.

FIRST & THIRD SUNDAYS
Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call (714) 254-2041.

EVERY WEDNESDAY NIGHT
CMC MOTOCROSS, Ascot Park, Gardena. Cash for Experts, trophies for Juniors and Intermediates. Silencers mandatory. $5 entry per class. Pit passes $3. General Admission $2.50. CMC license and 3 number plates required. Pits open 4:00. Practice from 6:00 to 7:00. Sign-up closes 6:30 sharp. First race at 7:30.

EVERY FRIDAY NIGHT
USMRC Motocross, El Toro Speedway. $5 post entry, entry closes 6:30. USMRC membership reqd. $5. Gates open at 5. 200% payback to experts. Trophies for Jrs, Intrs, Schoolboy, & Powder Puff. Pits $3. Gen Admission $2.50, Jr $1.50, Servicemen discount. Info: (714) 892-2460 after 5pm. Silencers mandatory.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY SATURDAY NIGHT
Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SUNDAY
Motocross racing at Four Corners M/C Park every Sunday. Practice at 9 am, races at 12 noon. Admission $1.50, Entry $2.00. Practice all day Saturday 50¢. All classes, no cards required. 10 miles east of Ramona.
SILENCERS REQUIRED

EVERY SUNDAY
Motocross racing at Arroyo Cycle Park. Gate opens 7 a.m., practice 7:30, race at 9:30. Call (714) 887-2714 for information.

TUESDAY, NOVEMBER 28

MINIS/TT, Trojan Speedway, South Gate, Ca., Long Beach Fwy to Firestone exit, 5601 E. Southern Ave. Sign 6, prac to 7:30. $3 mem, $3.50 non-mems. 213/923-9132.

WEDNESDAY, NOVEMBER 29

CMC MOTOCROSS, Ascot Park, Gardena, Calif. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

HALF-MILE AND SHORT TRACK, Corona Raceway. Hwy 91 to Magnolia or Pierce, right on Magnolia to Buchanan. 714/735-1705.

THURSDAY, NOVEMBER 30

TT/SHORT TRACK, Trojan Speedway, 5601 Southern Ave., South Gate, Calif. Sign 6, race 7:30. 213/923-9132.

FRIDAY, DECEMBER 1

MOTOCROSS, Corona Raceway, Corona, Calif. Sign 4:30, prac 5:30, race 7. Hwy 91 to Magnolia or Pierce, rt. on Magnolia to Buchanan. 714/735-1705.

CMC MOTOCROSS, Lions Drag Strip, Wilmington, Calif. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

USMRC MOTOCROSS, El Toro Speedway. Sign by 6:30. $5 post; 200% cash to Ex. Box 1027, Pomona, Calif. 91769. 714/985-3149 or 892-2460.

MOTOCROSS, Houston MX Pk., 5100 Westpark, Houston, Tex. $5 mail, 7114 Atwell, Houston, 77036; $7.50 gate. Gate 6, prac. 7. All classes/Mini/PP. Les Lowry, 713/774-9945.

DRAWING FOR POSITIONS, Del Webb Desert Rallye (Mint 400). At the Mint Hotel, in the Merri-Mint Theatre Lounge at 1 pm.

INDOOR SHORT TRACK, Shoreline Lions, Evergreen Fairgrounds, Monroe, Wash., N on I-5 to Everett, Wash., E on Hwy 2 to Monroe. $2. Sign 5:30. 4 classes, "C", Mufflers. 206/774-6340.

INDOOR, Cow Palace, San Francisco, Ca. Adults: $3.50. Race: 8:15. 415/334-4852.

SATURDAY, DECEMBER 2

CRC MOTOCROSS, Arroyo Cycle Park. 40% trophies. 714/688-1291.

AMC MOTOCROSS, Saddleback. Open 6:30. Mail $5 to Box 663, El Toro, Ca. 92630. $10 post. Membership req. 714/830-7646.

D-28 SANCTION MEETING, at 7 pm at the Coliseum Holiday Inn in Portland, Ore.

D-25 SANCTION MEETING, at 1 pm at the midtown Holiday Inn in Albuquerque, NM.

AME MOTOCROSS, Indian Dunes. Beg/Jr/Int/Mini/ Old Timers/PP mail $5 to 13004 S. Washington, Hawthorne, Ca. 90250. $7 post. Srs mail $10 to same address. $12 post, cash payback. Free spec. adm. with racers. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, Corona Raceway. 100% cash payback to Srs. 30% trophies to Minis/Jrs/Int. Open 7, prac 8, sign by 8:30, race 9. Enter $3, watch $2. Srs: $8 enter. 714/735-2705 or 688-5484.

INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. $3 mini, $5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. $125 purse.

MOTOCROSS PRACTICE, Trojan Speedway, South Gate, Ca. 10 a.m.-5 p.m., up to 250cc. $2.50. 213/923-9132.

TT SCRAMBLES, Perris Raceway, Perris, Calif. Gate 5 p.m., sign by 7:30. All classes. Members $3.50, non-mems. $4.50. Silencers. Curfew limits entry. 714/657-3678.

HRA 4th ANNUAL AWARD BANQUET, White Sands Steak House, 3775 Elizabeth St., Riverside, Calif. Start at 6. $4.25.

OLD TIMER'S DANCE, San Francisco MC, at 2194 Folsom St., S.F. Single: $2, couple: $3. Start: 9.

SAT.-SUN., DEC. 2&3

PONDEROSA HARE SCRAMBLES, Greyhounds M.C., 15 mi. E. of Lancaster, Ca., on Ave. J. 10 a.m. 50% brass in trail, ltwght and open classes. 213/367-2907.

SUNDAY, DECEMBER 3

ACA ROAD RACE, Riverside Raceway, Riverside, Calif. Sign 8:30, race noon. Mail $8, $1 each additional class to 106 N. Claundina, Suite 312, Anaheim, Calif. 92805; $15 post. 714/774-3222.

MARATHON, Fremont Raceway, Fremont, Ca. 2 man, 2 hour. Enter: $6, watch: $1. 415/327-4461.

MOTOCROSS, Ken-Kel Park 8 mi S of Coos Bay, Oregon on Hwy 42. Prac: 10, sign by 11:30, race: 12. Enter: $3, watch $2. 503/267-6314.

D-35 SCRAMBLES, Porterville Spinners, Hwy 65 & Hwy 198. $1.50 gate (under 12 free). Sign at 9, pract 10, race noon.

CMC MOTOCROSS, Saddleback Pk., Irvine, Ca. Jrs $5 mail, $10 post; Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, Ca. 92626.

TEAM CROSS COUNTRY, 20 mi E of Bend, Ore., pick up info at Tom Tom Restaurant on Hwy 97, N of Bend. 2 riders, 1 or 2 bikes. Enter: $10/team. Start 9 am. 389-1966 or 382-0542.

MARATHON, Santa Clara Fairgrounds, by the Los Gatos MC. 0-250, 250-359, Open. First race: 8:30, second: 11, third: 1:30. $6 per bike, $1 watch. Open: 7. 408/265-4139 or 268-8643.

D-37 MOTOCROSS, Elsinore Raceway, Cal., by the Gripsters. $1.50 gate, $4 enter. Sign: 7, race: 9 am. 714/524-3383.

D-37 SCRAMBLES, 395 Cycle Park, Adelanto, Ca. Ultras and Itwts sign 7-9. Big Bore Sign noon. $2 race, $1.50 watch. Silencers. 714/246-6109.

OBSERVED TRIALS, across the river from Evil Kneivil's jump site. Twin Falls, Idaho. Enter: $2.50. Sign 9, start: 10:30. Call for weather check 208/734-2035 or 734-2390.

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motocross
AT

Dec. 3 — No Meeting
10 — Carlsbad
17 — Saddleback
24 — No Meeting
31 — Carlsbad

SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

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Dec. 2 — Carlsbad
(Smuggler Series)
9 — Saddleback
(final race in Smuggler Series)
16 — Saddleback
(team MX)
23 — No Meeting
Merry Christmas
30 — No Meeting
Happy New Year

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Bike must have SILENCERS and 3 NUMBER PLATES. AMC membership required. Gates open at 6:30 A.M. Race starts at 9:00 A.M. ENTRY — by advance mail. $5.00 mail entry closes 1 day before event. Post $10. No post entry fee to new riders first time out. If under 18, must have parent's notarized consent. Send membership applications and entry forms to:
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3 number plates & silencers required
GATE: $2.00
ENTRY: $3.00 MEM.
$5.00 NON-MEM.
INFO: (714) 735-1705

MOTOCROSS, Marysville, under the "E" street bridge. 100/Open. Ride: $4, watch: $2. Sign 7:30, prac: 8:30, race: 10 am. 916/742-8281.

ACE MOTOCROSS, Indian Dunes. All Junior Gran Prix 100% trophies to finishers. $8 mail, $10 post. Race 10:00.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Race 9:30. 805/259-8000.

MOTOCROSS, Deschutes Cycle Pk., 6 mi No. of Bend, Ore. on 97. Race 11 am.

CMC MOTOCROSS, Oasis Raceway on Hwy 20 btwn Williams and Clearlake. Enter: $5, must have CMC card. $2 to watch. Sign and prac: 8, race: 10. Mail to Oasis Rcwy, 1885 S. Main St., Lake Port, Ca., 95453. 702/263-5049 or 274-1167.

SRA EUROPEAN SCRAMBLES

D-31 SANCTION MEETING, at the Airport Holiday Inn in Phoenix, at 1 pm.

D-27 SANCTION MEETING, at 1 pm at the Airport Holiday Inn in Seattle, Wash.

PRO-AM MOTOCROSS QUALIFYING, for Juniors. Mail $6 to Arroyo Cycle Park, 2137 Devore Rd., San Bernardino, Ca., 92407. 714/887-2714.

MOTOCROSS, Cloverfield Raceway, Cloverfield Airport, Friendswood, Tex. $2 watch, $3 ride. Sign 9, race 1. 713/482-7551.

SCRAMBLES, Oakdale, Pioneer Rodeo Grounds. Sign: 8 am, prac: 9 am, race: 12. $2.50 ride or watch.

NRA HDRA MOTOCROSS, J&B Suzuki Series, Deadman's Point. Open 7, prac 8, race 9:30. $3 enter. 714/688-1291.

SCRAMBLES, 5 miles E on Hwy 503, Woodland Wash. Woodland Winter Track. 206/225-2125.

ENDURO, CEA Last Chance. 3 mi west of Randsburg, Ca. Start 7:01. Mail $6 to CEA, 2914 Reposa Ln., Altadena, Ca. 91001. 2 SASE. 213/798-1022.

AME MOTOCROSS, Carlsbad (Europ. track). All classes. Sportsmen: $5 mail, $10 post, Srs: $10 mail, $15 post, to 13004 S. Washington, Hawthorne, Ca., 90250. Mem., silencer, 3 plates reqd. Open 6:30, Prac: 8, Sign by: 8:45, Race 9. 213/675-1922.

MOTOCROSS, Argyl Park, Dixon, Ca., Sign: 6:30, prac: 8, race: 9:30. All classes.

WSM MUNTZ MOTOCROSS, Jr/Sr/Mini. $7 post. Open: 7, race: 9:15. 805/255-1808.

TRANS-AMA MOTOCROSS, Cycle World Grand Prix, Saddleback Park, Irvine, Ca.

SEAVIEW MOTOCROSS Salton Sea, Ca. Enter $3.50, watch: $1.50. Prac: 7:30, race: 9. Take 111 from Indio towards Salton Sea, left on Cleveland. 714/347-3185.

MOTOCROSS, Lake Delores, I-15 or LV Fwy 15 miles E of Barstow on Mineola right. Enter: $3.25, watch: $1.50. Sign: 8am, race: 10. 714/254-2041.

CRC MOTOCROSS, Rawhide Park, Elsinore, Ca. Beg/Nov 40% trophy. Open: 7am, prac: 8, race: 9. 714/688-1291 or 213/830-7519.

EUGENE MOTOCROSS, Winter series. Write Eugene Motocross Inc., 2410 Hawkins Lane, Eugene, Oregon, 97405. 344-9509.

TUESDAY, DECEMBER 5

MINIS TT/FT, Trojan Speedway, South Gate, Ca., Long Beach Fwy to Firestone Exit, 5601 E. Southern Ave. Sign 6, pract to 7:30. $3 mem., $3.50 non-mem. 213/923-9132.

MARK BRELSFORD NIGHT, a party and dinner at the Royal Coach Inn, San Mateo, Ca. Send $9.50 to Marin Motor Sports, 1101 Francisco Blvd., San Rafael, Ca. 94901.

WEDNESDAY, DECEMBER 6

CMC MOTOCROSS, Ascot Park, Gardena, Calif. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

HALF-MILE/SHORT TRACK, Corona Raceway, Hwy 91 to Magnolia or Pierce. Rt on Magnolia to Buchanan. 714/735-1705.

THURSDAY, DECEMBER 7

TT/SHORT TRACK, Trojan Speedway, 5601 Southern Ave., South Gate, Calif. Sign 6, race 7:30. 213/923-9132.

SCRAMBLES, Oakdale, Pioneer Rodeo Grounds. Sign: 8 am, prac: 9 am, race: 12. $2.50 ride or watch.

FRIDAY, DECEMBER 8

PRO INDOOR ST Amarillo Civic Center Coliseum, Amarillo, Tex. Texas State Championships. $3000 purse. Qual 5, race 8. 806/374-1142.

CMC MOTOCROSS, Lions Drag Strip, Wilmington, Calif. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

USMRC MOTOCROSS, El Toro Speedway. Sign by 6:30. $5 post; 200% cash to Ex. Box 1027, Pomona, Calif. 91769. 714/985-3149 or 892-2460.

MOTOCROSS, Houston MX Pk., 5100 Westpark, Houston, Tex. $5 mail, 7114 Atwell, Houston, 77036; $7.50 gate. Gate 6, prac. 7. All classes/Mini/PP. Les Lowry, 713/774-9945.

INDOOR SHORT TRACK, Shoreline Lions, Evergreen Fairgrounds, Monroe, Wash., N on I-5 to Everett, Wash., E on Hwy 2 to Monroe. $2. Sign 5:30. 4 classes, "C", Mufflers. 206/774-6340.

MOTOCROSS, Corona Raceway, Corona, Ca. Sign: 4:30, prac: 5:30, race: 7. Hwy 91 to Magnolia or Pierce, R on Magnolia to Buchanan. 714/735-1705.

SATURDAY, DECEMBER 9

AMC MOTOCROSS, Saddleback. Open 6:30. Mail $5 to Box 663, El Toro, Ca. 92630. $10 post. Membership req. 714/830-7646.

AME MOTOCROSS, Indian Dunes. Beg/Jr/Int/Mini/ Old Timers/PP mail $5 to 13004 S. Washington, Hawthorne, Ca. 90250. $7 post. Srs mail $10 to same address. $12 post, cash payback. Free spec. adm. with racers. Open: 6:30, prac: 8, race: 9. 213/675-1922.

INDOOR SHORT TRACK, Benton Co. Fairgrounds, Prac: 6:30 pm, race: 8 pm. Enter: $3, watch: $1.50. Corvalis, Ore. 753-1626.

TT SCRAMBLES, Perris Raceway, Perris, Calif. Gate 5 p.m., sign by 7:30. All classes. Members $3.50, non-mems. $4.50. Silencers. Curfew limits entry. 714/657-3678.

MOTOCROSS, Corona Raceway. 100% cash payback to Srs. 30% trophies to Minis/Jrs/Int. Open 7, prac 8, sign by 8:30, race 9. Enter $3, watch $2. Srs: $8 enter. 714/735-2705 or 688-5484.

CRC MOTOCROSS, Beg/Nov. Arroyo Cycle Park, Devore, Ca. 714/688-1291.

MOTOCROSS PRACTICE, Trojan Speedway, South Gate, Ca. 10 a.m.-5 p.m., up to 250cc. $2.50. 213/923-9132.

MOTOCROSS, CRA, De Anza Cycle Park. Hwy 60, about 10 mi E of Riverside. Theodore off ramp No to Ironwood, gate $2, enter $4. Beg/Nov. Sign 7, prac 8, race 9. 3 15min motos. 714/849-8481.

MOTOCROSS, Austin Motosport Park, 7 mi. E of Austin, Texas on Hwy 290 E. Enter: $3, watch $2. 512/454-0800 or 477-7641.

SUNDAY, DECEMBER 10

MOTOCROSS, Lompoc Slo-Pokes, Spillway Park, Santa Maria, Calif. D-35 pts. $1.50 gate, $3.50 entry; silencers. Overnight camping OK; 9 a.m. start. 805/736-6362.

MOTOCROSS, Boulder Ridgerunners, Coal Crk. Raceway, hwy 7 E. of Boulder, Colo.

MINIS, SCMBKA, Saddleback Park, Irvine, Calif. Sign 8:30, race 10. $5 membership. $2.50 post. 213/426-9355, 714/842-6083.

CMC MOTOCROSS, Carlsbad. Mail $5 Sptsmn to Box 1402, Costa Mesa, Ca., 92626, $10 for Ex. Post: $10/$15. Open: 6:30, Prac: 7:30, sign by 8:30, race: 9.

MOTOCROSS, Escape Country, 14 mi. E. of El Toro Rd. exit on San Diego Fwy, 2 mi. past O'Neil Pk. $2 mail, $5 post, $5 membership. Sign by 8:30, race 9. 714/586-7964.

ACE MOTOCROSS, Indian Dunes, Valencia, Ca. Jr/Sr. $5 mail to ACE, Box 174, Newhall, Ca. 91321 closes Fri. prior; $8 post. Buncho-brass. Sign by 8:30, race 9. 805/259-8007.

WSM MUNTZ MOTOCROSS, Jr/Sr/Mini. $7 post. Open: 7, race: 9:15. 805/255-1808.

AME MOTOCROSS, Rawhide, Elsinore, Calif. $5 mail, $10 post to 13004 S. Washington, Hawthorne, Ca., 90250. Prac: 8, sign by 8:45, race: 9. 3 plates and silencer. 213/675-1922.

NRA HDRA MOTOCROSS, J & B Suzuki Series, Deadman's Point. Open 7, prac 8, race 9:30. $2 gate, No. 4 race. 714/688-1291 or 213/830-7519

SHORT TRACK, Turlock Fairgrounds, Turlock, Ca., Nobby's, Box 368, Ceres, Ca., 95307. Sign: 9, prac: 10, race: 1. $2.50 ride or watch. 209/537-6209.

HILL CLIMB, De Anza Cycle Park, E of Riverside Fwy. on Hwy 60, take Theodore off ramp. Gate: $2, enter: $4, watch: $1. Kill switches. Sign 7-9. 213/923-2980.

MRA HILL CLIMB, Contact MRA, Box 1471, Medford, Ore., 97501.

FAMILY ENDURO, Soggy Dry Lake, limed from Lucerne Valley. Mail $6 before 12/1 to Norco Little League, Jim Payton, 3598 Center Ave., Norco, Ca. 91760. $7 post. 714/737-5597.

CRC MOTOCROSS, Arroyo Cycle Park, Devore, Ca. 714/688-1291.

D-37 SCRAMBLES, 395 Cycle Park, Adelanto, Ca. Ultras and Itwts sign 7-9. Big Bore Sign noon. $2 race, $1.50 watch. Silencers. 714/246-6109.

MOTOCROSS at Portland Int. Raceway. 5 mi N of Portland on I-5 at Delta Park Exit. Open: 7:30, prac: 8:30, race: 11. Mini/100/125/250/Open. 503/223-3743.

EL TRIAL DE ESPANA, Escape Country, Ca. Camping Sign 7 am, riders meeting: 8, start: 8:15. FIM. Mail $3 and 2 SASE to SDTR, 2475 McKnight Dr., Lemon Grove, Ca., 92045. 714/460-9388 or 284-7095.

ALL JUNIOR TRANS AM, 1972 Cal State Championship. Saddleback Park. Mail $7 to Box 663, El Toro, Ca. 92630. $8 post. Kawasaki's giving away a bike. 714/830-3248.

MOTOCROSS, Austin Motosport Park, 7 mi. E of Austin, Texas on Hwy 290 E. Enter: $3, watch $2. 512/454-0800 or 477-7641.

LILLIPUTION HARE SCRAMBLES, Mail $4 to DDNMC 1301 Sheffield Way, Roseville, Ca., 95678 by Nov 28. No post. 916/783-5676.

YREKA MOTOCROSS, Shasta Valley Raceway, take Fort Jones Exit and follow signs. $2 ride or watch. Open: 8am, prac: 8:30, race: 10:00. 916/842-5604 or 842-2651.

SALINAS SCRAMBLES, Salinas, Ca. Crazy Horse Canyon. Sign: 7am, prac: 8, race: 10. $2 ride or watch. 408/422-9809.

HARE SCRAMBLES, Desert Knights MC, limed from Red Mountain on Trona Rd. Enter: $3.25, $1 BLM, .25 ins. Start: 10. 213/884-1584.

TUESDAY, DECEMBER 12

MINIS/TT, Trojan Speedway, South Gate, Ca., Long Beach Fwy to Firestone exit, 5601 E. Southern Ave. Sign 6, prac to 7:30. $3 mem, $3.50 non-mems. 213/923-9132.

NINTH ANNUAL TRANSCONTINENTAL INDOOR BULDOZER RACE by CRC (Caterpillar Racing Congress). Sulencers and buckets required, Class C traction, $2 ride or watch. No H-D's. Sign noon, race 1. No pie plates. Info: 213/835-1212. Ask for M.X. Caterpillar.

WEDNESDAY, DECEMBER 13

CMC MOTOCROSS, Ascot Park, Gardena, Calif. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

TT SCRAMBLES, Corona Raceway, Hwy 91 to Magnolia or Pierce. Rt on Magnolia to Buchanan. 714/735-1705. CANCEL

HALF-MILE AND SHORT TRACK, Corona Raceway. Hwy 91 to Magnolia or Pierce, right on Magnolia to Buchanan. 714/735-1705.

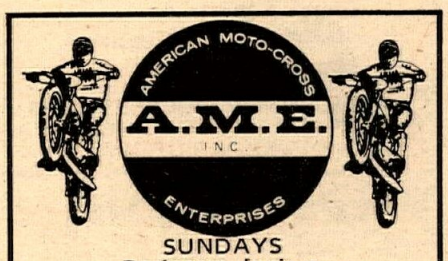
SATURDAY MOTOCROSS
CRC California Racing Club (membership not required)
Gate opens 7am
Practice 8am
First race 9am
ARROYO CYCLE PARK
Every **SATURDAY**
SEPARATE MINI-BIKE COURSE
All classes including
Powder Puff - Mini - Old Timers
(714) 688-1291
40% TROPHIES

CORONA RACEWAY
SHORT TRACK AND **HALF MILE**
every wednesday
GATES OPEN 5 pm
MINIS RACE 6 pm
SIGN UP CLOSES 7:00 pm
1st RACE 7:30 pm
INFO: (714) 688-1291
30% trophy

INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
1973 MEMBERSHIP AVAILABLE NOW
100% PAY BACK TO SENIORS
Dec. 2 — Shad-Glen Trk.
Dec. 9 — International Trk.
Dec. 16 — Shad-Glen Trk.
Dec. 23 — International Trk.
Dec. 30 — Shad-Glen Trk.
Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post fee to new members that join at track. $5 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.
MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

CRC California Racing Club (membership not required)
BEGINNER & NOVICE
Powder Puff * Mini * +35 * -16
MOTOCROSS
SUNDAY, DEC. 3
RAWHIDE
Dec. 10 — Arroyo
40% BRASS
(714) 688-1291—(213) 830-7519

DRA Desert Racing Assn.
EUROPEAN SCRAMBLES
beginners & novices only
START GOODIES + FINISHER PINS
+ 20% TROPHIES
7 Miles No. of Adelanto on Hwy 395
DEC. 10 First race 8 am.



SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff
Dec. 3 — Carlsbad
10 — Rawhide
(free overnight camping)
17 — Carlsbad
24 — Rawhide
(free overnight camping)
31 — Baymare
SILENCERS MANDATORY, Regular Sportsman classes $5.00 mail, $10.00 Post. Seniors $10.00 mail, $15.00 Post. No post fee to new members that join at track. $5.00 membership. All mail Entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.
'73 memberships available now.
MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 675-0521

MOTOCROSS EVERY SUNDAY
DEADMAN'S POINT
(714) 688-1291 (213) 830-7519

NORCO LITTLE LEAGUE
Presents
60 MILE FAMILY ENDURO
30% Trophies + Finish Pins
100% Trophies to Mini's & Powderpuff
DECEMBER 10
All Class Sizes Plus 16&Under
Over 35, Husband/Wife, Father/Son
SCAT Radio Crews, 4WD Sweep,
Ambulance, Restrooms
Mail Entry $6.00 — Post $7.00
All Entries Tax Deductible
Limed from Lucerne to Soggy Dry Lake
NLL, 3598 Center Ave, Norco Ca, 91760
(714) 737-5597

PERRIS RACEWAY
presents
NEW LONG COURSE
combining the fast action of
Rough Scrambles
TT
and
Motocross
SUNDAY, DEC. 3
Gates open 9:00 am
Practice 10 — 12
FUN COURSE
Phone (714) 657-3678

BRUSHBUSTERS M.C.
OPEN FOR MEMBERSHIP
DESERT RIDERS ONLY
Call (213) 695-6094

SRA Member Fun Day — Dec 2
EUROPEAN SCRAMBLES — Dec 3

THURSDAY, DECEMBER 14

TT/SHORT TRACK, Trojan Speedway, 5601 Southern Ave., South Gate, Calif. Sign 6, race 7:30. 213/923-9132.

FRIDAY, DECEMBER 15

CMC MOTOCROSS, Lions Drag Strip, Wilmington, Calif. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

USMRC MOTOCROSS, El Toro Speedway. Sign by 6:30. $5 post; 200% cash to Ex. Box 1027, Pomona, Calif. 91769. 714/985-3149 or 892-2460.

MOTOCROSS, Houston MX Pk., 5100 Westpark, Houston, Tex. $5 mail, 7114 Atwell, Houston, 77036; $7.50 gate. Gate 6, prac. 7. All classes/Mini/PP. Les Lowry, 713/774-9945.

INDOOR SHORT TRACK, Shoreline Lions, Evergreen Fairgrounds, Monroe, Wash., N on I-5 to Everett, Wash., E on Hwy 2 to Monroe. $2. Sign 5:30. 4 classes, "C", Mufflers. 206/774-6340.

MOTOCROSS, Corona Raceway, Corona, Ca. Sign: 4:30, prac: 5:30, race: 7. Hwy 91 to Magnolia or Pierce, R on Magnolia to Buchanan. 714/735-1705.

SATURDAY, DECEMBER 16

HRA TT/HALF-MILE, 395 Cycle Park, Adelanto, Calif. Sign 5:30, pract 6:30, race 7:30. $2.50 race, $1.50 gate. 100% payback to Experts. 714/246-6109.

MOTOCROSS PRACTICE, Trojan Speedway, South Gate, Ca. 10 a.m.-5 p.m., up to 250cc. $2.50. 213/923-9132.

TT SCRAMBLES, Perris Raceway, Perris, Calif. Gate 5 p.m., sign by 7:30. All classes. Members $3.50, non-mems. $4.50. Silencers. Curfew limits entry. 714/657-3678.

INDOOR, Cow Palace, San Francisco, Ca. Adults: $3.50. Race: 8:15. 415/334-4852.

MOTOCROSS, Austin Motosport Park, 7 mi. E of Austin, Texas on Hwy 290 E. Enter: $3, watch $2. 512/454-0800 or 477-7641.

D-35 SANCTION MEETING, at the Holiday Inn in Fresno at 1 pm.

CRC ARROYO, Arroyo Park, San Bernardino, Ca. Beg/Nov, 40% trophies. Open 7, prace: 8am, race: 9. 714/688-1291 or 213/830-7519.

AME INJUN DUNES, Valencia, Ca., Beg/Jr/Int/Mini/PP/Old timers, $5 mail to 13004 S. Washington, Hawthorne, Ca., 90250. $7 post. Srs: $10/$12. 100% payback to Srs. Free adm. with racers. Open 6am, prac: 8, race: 9. 213/675-1922.

AMC MOTOCROSS, Saddleback. Open 6:30. Mail $5 to Box 663, El Toro, Ca. 92630. $10 post. Membership req. 714/830-7646.

SUNDAY, DECEMBER 17

CMC MOTOCROSS, Saddleback Pk., Irvine, Ca. Jrs $5 mail, $10 post; Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, Ca. 92626.

WSM MUNTZ MOTOCROSS, Jr/Sr/Mini. $7 post. Open: 7, race: 9:15. 805/255-1808.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Race 9:30. 805/259-8000.

HARE SCRAMBLES, Jackrabbits. Am/Ex start at 10, Nov: 10:15. Enter: $4.50 incld. ins and BLM fee. 2-45 mi loops. 213/631-6733. Limed from Y Cafe in Lucern.

SCRAMBLES, 5 miles E on Hwy 503, Woodland Wash. Woodland Winter Track. 206/225-2125.

MOTOCROSS, Muntz Cycle Park, Moorpark, Ca. All Jr. brass, $7 post only, sign by 8:30, prac 8, race 9:15. Riders free gate. 805/529-9546.

MOTOCROSS, Deschutes Cycle Pk., 6 mi No. of Bend, Ore. on 97. Race 11 am.

MOTOCROSS, Cloverfield Raceway, Cloverfield Airport, Friendswood, Tex. $2 watch, $3 ride. Sign 9, race 1. 713/482-7551.

INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. $3 mini, $5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. $125 purse.

MOTOCROSS, CRA, De Anza Cycle Park. Hwy 60, about 10 mi E of Riverside, Theodore off ramp No to Ironwood, gate $2, enter $4. Beg/Nov. Sign 7, prac 8, race 9. 3 15min motos. 714/849-8481.

MOTOCROSS, Ken-Kel Park 8 mi S of Coos Bay, Oregon on Hwy 42. Prac: 10, sign by 11:30, race: 12. Enter: $3, watch $2. 503/267-6314.

MOTOCROSS, Marysville, under the Tenth St. bridge. Prac: 9, race: 10. Enter: $5, watch: $2. 916/673-7767.

MRA MOTOCROSS, Motocross Park, White City, Ore., near Medford, Oregon.

EUGENE MOTOCROSS, Amateur Series. Write Eugene Motocross Inc., 2410 Hawkins Lane, Eugene, Oregon, 97405. 344-9509.

D-37 SCRAMBLES, 395 Cycle Park, Adelanto, Ca. Ultras and Itwts sign 7-9. Big Bore Sign noon. $2 race, $1.50 watch. Silencers. 714/246-6109.

AME MOTOCROSS, Carlsbad (Europ. track). All classes. Sportsmen: $5 mail, $10 post, Srs: $10 mail, $15 post, to 13004 S. Washington, Hawthorne, Ca., 90250. Mem., silencer, 3 plates reqd. Open 6:30, Prac: 8, Sign by: 8:45, Race 9. 213/675-1922.

MOTOCROSS, Deadman's Point, Apple Valley, Ca. 40% brass all classes. Gate 7:30, pract 8, race 9:30. Gate $2, Entry $2.50 mems, $3 non-mem. Silencers, 3 plates. 714/247-7473.

CMC MOTOCROSS, Sunnyvale PAL, half mile past Lockheed Plant on 101, N on Mathilda. Jr: mail $6, Sr: mail $10 to Box 1348, Cupertino, Ca., 95014. Post: $8/$15. Open: 6:30, prac: 7:45, race: 9. 408/226-7265.

MOTOCROSS, Argyl Park, Dixon, Ca., Sign: 6:30, prac: 8, race: 9:30. All classes.

CMC MOTOCROSS, Saddleback. Mail $5 to Box 1402, Costa Mesa, Ca., 92626. $10 for Ex. Post: $10/$15. Open: 6:30, Prac: 7:30, sign by 8:30, race: 9.

PRO-AM FINAL MOTOCROSS, Jr. qual. on 12/3 and Sr. mail $12 to Arroyo Cycle Park, 2137 Devore Rd., San Bernardino, Ca. 92707. 714/887-2714.

D-36 SANCTION MEETING, at 12 noon in the Holiday Inn in Concord, Ca.

TUESDAY, DECEMBER 19

MINIS/TT, Trojan Speedway, South Gate, Ca., Long Beach Fwy to Firestone exit, 5601 E. Southern Ave. Sign 6, prac to 7:30. $3 mem, $3.50 non-mems. 213/923-9132.

SHORT TRACK, Turlock Fairgrounds. Sign: 9 am, prac: 10 am, race: 1. $2.50 ride or watch. 209/537-6206.

WEDNESDAY, DECEMBER 20

CMC MOTOCROSS, Ascot Park, Gardena, Calif. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

HALF-MILE/SHORT TRACK, Corona Raceway, Hwy 91 to Magnolia or Pierce. Rt on Magnolia to Buchanan. 714/735-1705.

THURSDAY, DECEMBER 21

TT/SHORT TRACK, Trojan Speedway, 5601 Southern Ave., South Gate, Calif. Sign 6, race 7:30. 213/923-9132.

FRIDAY, DECEMBER 22

CMC MOTOCROSS, Lions Drag Strip, Wilmington, Calif. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, DECEMBER 23

MOTOCROSS PRACTICE, Trojan Speedway, South Gate, Ca. 10 a.m.-5 p.m., up to 250cc. $2.50. 213/923-9132.

TT SCRAMBLES, Perris Raceway, Perris, Calif. Gate 5 p.m., sign by 7:30. All classes. Members $3.50, non-mems. $4.50. Silencers. Curfew limits entry. 714/657-3678.

MOTOCROSS, Austin Motosport Park, 7 mi. E of Austin, Texas on Hwy 290 E. Enter: $3, watch $2. 512/454-0800 or 477-7641.

CRC ARROYO MOTOCROSS, Arroyo Cycle Park, Devore, Calif.

USMRC MOTOCROSS, El Toro Speedway. Sign by 6:30. $5 post; 200% cash to Ex. Box 1027, Pomona, Calif. 91769. 714/985-3149 or 892-2460.

MOTOCROSS, Houston MX Pk., 5100 Westpark, Houston, Tex. $5 mail, 7114 Atwell, Houston, 77036; $7.50 gate. Gate 6, prac. 7. All classes/Mini/PP. Les Lowry, 713/774-9945.

INDOOR SHORT TRACK, Shoreline Lions, Evergreen Fairgrounds, Monroe, Wash., N on I-5 to Everett, Wash., E on Hwy 2 to Monroe. $2. Sign 5:30. 4 classes, "C", Mufflers. 206/774-6340.

INDOOR SHORT TRACK, Benton Co. Fairgrounds, Prac: 6:30 pm, race: 8 pm. Enter: $3, watch: $1.50. Corvalis, Ore. 753-1626.

INDOOR, Cow Palace, San Francisco, Ca. Adults: $3.50. Race: 8:15. 415/334-4852.

SUNDAY, DECEMBER 24

ACE MOTOCROSS, Indian Dunes, Valencia, Ca. Jr/Sr. $5 mail to ACE, Box 174, Newhall, Ca. 91321 closes Fri. prior; $8 post. Buncho-brass. Sign by 8:30, race 9. 805/259-8007.

MOTOCROSS, Muntz Cycle Park, Moorpark, Ca. All Jr. brass, $7 post only, sign by 8:30, prac 8, race 9:15. Riders free gate. 805/529-9546.

AME MOTOCROSS, Saddleback Park. Jrs. $5 mail, $10 post; Srs. $10 mail, $15 post to 926 W. 7th St., Upland, Calif. 91786, closes 2 days prior to event. Pract. 8, sign by 8:45, race 9. Silencers, 3 AME plates req. 714/982-7370 (1-6 p.m.)

MOTOCROSS, Southwest MX Park, 3 mi S of Lockhart, Tex. on Hwy 183. Sign 9, race noon. $3 ride, $2 watch, $1 camp. 512/398-3328.

MOTOCROSS, Escape Country, 14 mi. E. of El Toro Rd. exit on San Diego Fwy, 2 mi. past O'Neil Pk. $2 mail, $5 post, $5 membership. Sign by 8:30, race 9. 714/586-7964.

SCRAMBLES, Oakdale, Pioneer Rodeo Grounds. Sign: 8 am, prac: 9 am, race: 12. $2.50 ride or watch.

AME MOTOCROSS, Rawhide, Elsinore, Calif. $5 mail, $10 post to 13004 S. Washington, Hawthorne, Ca., 90250. Prac: 8, sign by 8:45, race: 9. 3 plates and silencer. 213/675-1922.

TUESDAY, DECEMBER 26

MINIS/TT, Trojan Speedway, South Gate, Ca., Long Beach Fwy to Firestone exit, 5601 E. Southern Ave. Sign 6, prac to 7:30. $3 mem, $3.50 non-mems. 213/923-9132.

WEDNESDAY, DECEMBER 27

CMC MOTOCROSS, Ascot Park, Gardena, Calif. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

TT SCRAMBLES, Corona Raceway, Hwy 91 to Magnolia or Pierce. Rt on Magnolia to Buchanan. 714/735-1705.

Go spend the money you got for Christmas on a nice silent silencer.

LESS SOUND MORE GROUND

Off Road Vehicle Institute-SD

3rd ANNUAL

WORLD MINI GRAND PRIX

SANCTIONED BY
NATIONAL MINICYCLE RACING ASSOCIATION

MINIBIKES ◇ RACES ◇ MINICYCLES

MAIN MOTO COURSE — 1 MILE SCRAMBLES

JANUARY 6 & 7, 1973

INDIAN DUNES PARK
VALENCIA. CALIFORNIA

THERE WILL BE CLASSES FOR ALL TYPES OF MINIBIKES & MINICYCLES: ENTER YOUR BIKE!

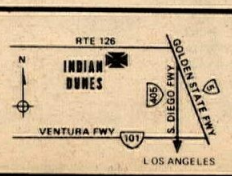
BIGGEST MINI-BIKE & MINICYCLE EVENT OF THE YEAR

AGE GROUPS
A. 6 TO 8 YRS
B. 9 TO 11 YRS
C. 12 AND OVER
D. POWDER PUFF (AGE OPEN)

CLASSES-MINIBIKE
1. 0 TO 3.9 MOD. HP
2. 4 TO 6.9 MOD. HP
3. 7 AND OVER HP

CLASSES-MINICYCLE
4. UP TO 75CC
5. UP TO 75CC (PURE STOCK)
6. 76CC TO 120CC

NOTE – ALL CLASSES PER NMRA RULES



SATURDAY ..... 8:00am INSP, PRACTICE, SEMI-FINALS
SUNDAY ..... 9:00am CHAMPIONSHIP RACES

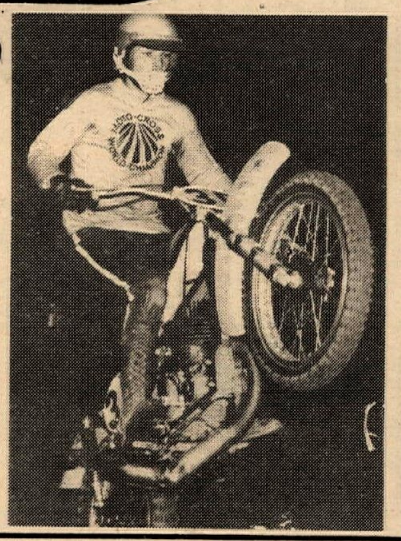
ENTRY FEE ALL CLASSES
MAIL: $8.00 (DEADLINE 12-28-72)
POST: $10.00
–FEE COVERS BOTH DAYS–

FOR ENTRY FORMS, RULES, WRITE
N.M.R.A.
23301 OSTRONIC DR.
WOODLAND HILLS, CALIF. 91364

J.C. AGAJANIAN'S

Ascot

MOTOCROSS



Wednesday Night

MOTOCROSS

Cash for Experts, trophies for Juniors and Intermediates

SILENCERS MANDATORY. $5 entry per class. Spectator entry at back gate only. $3 adults, $2 Juniors & $2 under 12. CMC license and 3 number plates req'd. Pit gates open 4:30. Practice from 6 to 7 pm. Sign-up closes 6:30 sharp. First Junior race at 7:30. FREE PARKING.

CHRIS AGAJANIAN
presents

OPEN COMPETITION
EVERY SATURDAY
STARTING DEC. 2

Gates open 9:00 am
Race 11:00 am

NO LICENSE REQUIRED
Medical Insurance, no deductable — $3,000 coverage. Entry fee: Seniors $10 (100% payback) all others $5.

MONEY + TROPHIES + PRIZES
ADDITIONAL TEAM RACES
FREE PARKING
PIT AND FRONT GATE JOINED
Adults $3
Juniors $2
Children $1
Under 8 — Free
Info (213) 321-1610 or 323-9710

18300 VERMONT, GARDENA

THURSDAY, DECEMBER 28

TT/SHORT TRACK, Trojan Speedway, 5601 Southern Ave., South Gate, Calif. Sign 6, race 7:30. 213/923-9132.

FRIDAY. DECEMBER 29

MOTOCROSS, Corona Raceway, Corona, Calif. Sign 4:30, prac 5:30, race 7. Hwy 91 to Magnolia or Pierce, rt. on Magnolia to Buchanan. 714/735-1705.

INDOOR SHORT TRACK, Shoreline Lions, Evergreen Fairgrounds, Monroe, Wash., N on I-5 to Everett, Wash., E on Hwy 2 to Monroe. $2. Sign 5:30. 4 classes, "C", Mufflers. 206/774-6340.

USMRC MOTOCROSS, El Toro Speedway. Sign by 6:30. $5 post; 200% cash to Ex. Box 1027, Pomona, Calif. 91769. 714/985-3149 or 892-2460.

MOTOCROSS, Houston MX Pk., 5100 Westpark, Houston, Tex. $5 mail, 7114 Atwell, Houston, 77036; $7.50 gate. Gate 6, prac. 7. All classes/Mini/PP. Les Lowry, 713/774-9945.

SATURDAY, DECEMBER 30

HRA TT/HALF-MILE, 395 Cycle Park, Adelanto, Calif. Sign 5:30, pract 6:30, race 7:30. $2.50 race, $1.50 gate. 100% payback to Experts. 714/246-6109.

MOTOCROSS PRACTICE, Trojan Speedway, South Gate, Ca. 10 a.m.-5 p.m., up to 250cc. $2.50. 213/923-9132.

TT SCRAMBLES, Perris Raceway, Perris, Calif. Gate 5 p.m., sign by 7:30. All classes. Members $3.50, non-mems. $4.50. Silencers. Curfew limits entry. 714/657-3678.

TRI-WHEELS, CTA, Indian Dunes Pk., Valencia, Ca. Race under the lights. Prac 6, race 7:30. 805/259-8000.

AMC MOTOCROSS, Saddleback. Open 6:30 Mail $5 to Box 663, El Toro, Ca. 92630. $10 post. Membership req. 714/830-7646.

SUNDAY, DECEMBER 31

6th LAGUNA SALADA 200, by BRA with start, ½-way and finish at kilometer post 37, 22 mi W of Mexicali. Two 100-mi. loops. Info write Baja Racing Assn., Box 1803, Calexico, Calif. 92231.

AME MOTOCROSS, Baymare. All classes. Sptsmn: $5 mail, $10 post, Srs: $10 mail, $15 post, to 13004 S. Washington, Hawthorne, Ca. 90250. Mem., silencers, 3 plates. Open 6:30, prac: 8, sign by: 8:45, race 9. 213/675-1922.

MRA CROSS COUNTRY, Write Motorcycle Riders Assoc., Box 1471, Medford, Ore. 97501.

ACE MOTOCROSS, Indian Dunes, Valencia, Ca. Jr/Sr. $5 mail to ACE, Box 174, Newhall, Ca. 91321 closes Fri. prior; $8 post. Buncho-brass. Sign by 8:30, race 9. 805/259-8007.

MOTOCROSS, Muntz Cycle Park, Moorpark, Ca. All Jr. brass, $7 post only, sign by 8:30, prac 8, race 9:15. Riders free gate. 805/529-9546.

CMC MOTOCROSS, Carlsbad. Mail $5 Sptsmn to Box 1402, Costa Mesa, Ca., 92626, $10 for Ex. Post: $10/$15. Open: 6:30, Prac: 7:30, sign by 8:30, race: 9.

SCRAMBLES, 5 miles E on Hwy 503, Woodland Wash. Woodland Winter Track. 206/225-2125.

FREEBEE MOTOCROSS, CRC Rawhide, Elsinore, Ca. Beg/Nov. Open: 7, prac: 8, race: 9. -16, over 35, PP, and mini. 714/688-1291, 213/830-7519.

MOTOCROSS at Portland Int. Raceway. 5 mi N of Portland on I-5 at Delta Park Exit. Open: 7:30, prac: 8:30, race: 11. Mini/100/125/250/Open. 503/223-3743.

SCRAMBLES, 5 miles E on Hwy 503, Woodland Wash. Woodland Winter Track. 206/225-2125.

SATURDAY, JANUARY 6

SHORT TRACK, Tarrant County Convention Cntr., Ft. Worth, Texas. $6,000 purse.

SUNDAY, JANUARY 7

MOTOCROSS, Argyl Park, Dixon, Ca., Sign: 6:30, prac: 8, race: 9:30. All classes.

WSM MUNTZ MOTOCROSS, Beg/Jr/Sr/Mini. $7 post. Open: 7, race 9:15. 805/255-1808.

FRIDAY, JANUARY 12

INDOOR SHORT TRACK, Cobo Hall, Detroit, Michigan. $6,000 purse.

SATURDAY, JANUARY 13

INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. $3 mini, $5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. $125 purse.

SUNDAY, JANUARY 14

SCRAMBLES, 5 miles E on Hwy 503, Woodland Wash. Woodland Winter Track. 206/225-2125.

WSM GRAND PRIX, Muntz Park.

CMC MOTOCROSS, Oasis Raceway on Hwy 20 btwn Williams and Clearlake. Enter: $5, must have CMC card. $2 to watch. Sign and prac: 8, race: 10. Mail to Oasis Rcwy, 1885 S. Main St., Lake Port, Ca. 95453. 702/263-5049 or 274-1167.

MRA MOTOCROSS, Motocross Park, White City, Ore., near Medford, Oregon.

MOTOCROSS, Ken-Kel Park 8 mi S of Coos Bay, Oregon on Hwy 42. Prac: 10, sign by 11:30, race: 12. Enter: $3, watch $2. 503/267-6314.

SAT. & SUN. JAN. 13 & 14

EUROPEAN SCRAMBLES, Start at Ave. J and 145th St E of Lancaster, Ca. at the Ponderosa. Sign: 8:30, race 10. Contingency prizes. 30% trophies.

SUNDAY, JANUARY 21

MOTOCROSS, Argyl Park, Dixon, Ca., Sign: 6:30, prac: 8, race: 9:30. All classes.

YREKA MOTOCROSS, Shasta Valley Raceway, take Fort Jones Exit and follow signs. $2 ride or watch. Open: 8am, prac: 8:30, race: 10:00. 916/842-5604 or 842-2651.

EUGENE MOTOCROSS, Amateur Series. Write Eugene Motocross Inc., 2410 Hawkins Lane, Eugene, Oregon. 97405. 344-9509.

MRA HILL CLIMB, Contact MRA, Box 1471, Medford, Ore., 97501.

SRA

EUROPEAN SCRAMBLES

DEC. 3

7 Miles North of Adelanto on Hwy 395

beginners and novices only

8am 0 – 200 Beginners over 15
9am 250 Beginners
10am 0 – 250 Novice
11am 250 Novice
12:30 Open Beginners
1:30 Open Novice
2:30 0 – 250 Beginners under 16

Info (213) 320-1015

SEAVIEW

MOTOCROSS

ENJOY RACING BY THE SALTON SEA

DECEMBER 3

From Indio take Hwy 111 toward Salton Sea, Left on Cleveland St.

* UNDER 18 YEARS BRING PARENTS OR NOTARIZED NOTE

Sign 7:00 am	Mini – Powder Puff
Pract. 7:30 am	Free Camping
Start 9:00 am	Concessions
Entry $3.50	Beer
Gate $1.50	Super Trophies
No Membership	No Smog

* OR NO RACE

30% SUPER GOLD

(714) 347-3185

SWEEPSTAKES RACE FOR 4 ft. TROPHY

SATURDAY, JANUARY 27

AMA NATIONAL SHORT TRACK, Astrodome, Houston, Texas. $12,000 purse.

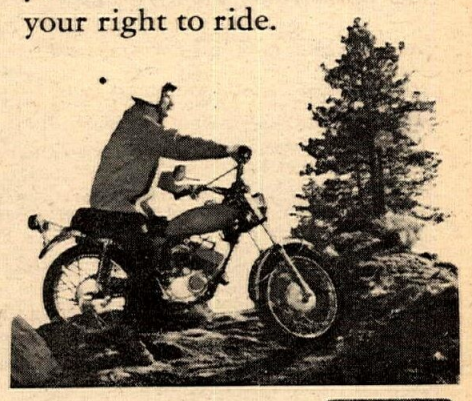
INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. $3 mini, $5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. $125 purse.

(Ride thoughtfully.)

Protect your right to ride by proving that good cyclists make good citizens.

Your Motorcycle Industry Council is working hard to preserve the cyclist's fair share of U.S. public lands. But excessive noise, or abuse of terrain, can still cost us a lot of ground.

Remember, these lands *are* your lands. Use, don't abuse, your right to ride.



MIC
MOTORCYCLE INDUSTRY COUNCIL

RESULTS

More Results on P. 37

HARE SCRAMBLES
Wilseyville, Calif.
Nov. 19, 1972
by Bill Spencer

OPEN EX	
Jim Odom	Yam
Bruce Kelley	Hus
Bill McClinton	BSA
OPEN JR	
Mark Helzer	CZ
Cloyse Holland	Hus
Jim Kelly	Hus
OPEN NOV	
Jerry Nusbaum	Mai
Bill Wellman	Yam
John Geddis	—
250 EX	
Carl Cranke	Pen
Bob Noble	—
Chris Carter	Yam
250 JR	
Cloyse Holland, Jr.	Hus
Dick Smart	Hus
Norm Penny	—
250 NOV	
Don Brumfield	Suz
Bob Collins	CZ
Al Harris	—
125 EX	
Rick Clemons	Puc
Jim Childress	Suz
Dan Turner	Zun
125 JR	
Ted Gransberger	Hon
Jim Meservy	DKW
G. Ceo	—
125 NOV	
T. Durham	—
Wayne Johnson	DKW
Jim Newsom	Pen

CRA MOTOCROSS
De Anza Cycle Park
Sunnymead, Calif.
Nov. 19, 1972
by Barge Charger

MINICYCLE JR		
B. Franks	Ste	Ste
R. Emmal	Hon	Hon
F. Grout		Yam
MINICYCLE BEG		
L. Eide		Mor
D. Franks		Ste
R. Eide		Hon
100 JR		
P. Schaffhausen		Yam
M. Rarick		DKW
100 BEG		
R. Oshiro		Hod
B. Edrington		Yam
S. Van Arsdale		Hod
125 JR		
D. Ring		Yam
S. Gordon		Pen
B. De Voe		Suz
125 BEG		
M. Proctor		Mon
S. Wells		Yam
N. Barrick		Yam
175 BEG		
B. Ewert		Yam
K. Taylor		Yam
R. Campbell		Kaw
250 JR		
T. Donnelly		Yam
R. Arrietta		Yam
D. Mawby		Suz
250 BEG		
J. Quinn		Yam
K. Patten		Yam
K. Shea		Kaw
OPEN JR		
T. Elsenpeter		Yam
R. Robinson		CZ
OPEN BEG		
F. La Ferney		Suz
T. Miller		Yam
R. Hatcher		Yam

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
Nov. 22, 1972
by Buzz Baty/Creative Images

100 JR	
Richie Davis	Hon
Bob Aslund	Suz
Jeff Angell	Hon
125 JR	
Bob VanBramer	Bul
Ralph Thomure	Hon
Jerry Hanson	Yam
125 INT	
Kelly Owen	Pen
Tim Lamar	Bul
Mike McAtee	Bul
125 EX	
Tim Hart	Pen
Larry Watkins	Ric
Jim McDonald	Ric
250 JR	
Mike Seagraves	CZ
Mike Perry	CZ
Kent Benson	Oss
250 INT	
Ron Boozel	CZ
Mike Bell	Mai
Greg Jones	Yam
250 EX	
Tim Hart	Mai
Bob Hosford	Hon
Tim Lunde	Bul
500 JR	
Bryan Dodge	Hus
Keith Rider	Mai
Fred Cline	CZ
500 INT	
Chris Allen	CZ
Jim Mercier	Mai
Kirk Alexander	Mai
500 EX	
Bill Payne	Mai
Tim Hart	Mai
Alvin Blain	Kaw

LAKE DOLORES MX
Lake Dolores, Calif.
Nov. 12, 1972

MINI	
L. Trujillo	
100	
L. Richardson	
M. Clemens	
D. Webster	
125-175	
P. Clancy	
M. Barnes	
W. White	
250 AM/EX	
D. Cheney	
250 NOV	
B. Tarvis	
R. Brand	
OPEN NOV	
T. Cooper	

395 TT and HALF-MILE
Adelanto, Calif.
Nov. 26, 1972
by Imogene Rees

TT	
100 NOV	
Rick Naymola	Yam
Chris Morland	Kaw
Gary Evans	Kaw
125 NOV	
Steve Fortune	Yam
Bob Gregor	Yam
Brian Coakley	Yam
250 NOV	
Dan McWharter	Oss
Bob Gregor	Yam
Rick Barnes	Yam
OPEN NOV	
Jeff Zwaster	Tri
Dan Rees	Bul
Pat Gordon	BSA
100 EX	
Brian Haycock	Kaw
Steve Sisco	Kaw
Don Tallman	Kaw
125 EX	
Dave Reese	Yam
Steve Okuda	Yam
Earl Roloff	Yam
OPEN EX	
Mike Laney	Yam
Bob Sanders	Nor
Mike Hannon	Bul
Tom Norfolk	Suz
250 EX	
Earl Roloff	Yam
Rick Kraft	Yam
Dan McWharter	Oss
HALF-MILE	
100 NOV	
Toby Sweaney	Kaw
Tim McWharter	Kaw
Gary Evans	Kaw
125 NOV	
Steve Fortune	Yam
Bob Gregor	Yam
Terry Griner	Yam
250 NOV	
Bob Gregor	Yam
Rick Barnes	Yam
Jim Nasek	Bul
OPEN NOV	
Jeff Zwaster	Tri
Dan Rees	Bul
Bob Strom	Tri
100 EX	
Vince Mead	Kaw
Rip Sweaney	Kaw
Terry Stannart	Kaw
250 EX	
Earl Roloff	Yam
Rick Lizardo	Bul
125 EX	
Earl Roloff	Yam
Richard Lizardo	Bul
Jeff Clark	Bul
OPEN EX	
Bob Sanders	Nor
Bill Cain	Tri
Rick Kraft	Nor

WHEELSPORT NATIONAL ENDURO
Lawrence, Kansas
Nov. 12, 1972
by Lyle Fergus

OVER CHAMPION	
Ed Schmidt	Hus
LIGHTWEIGHT CHAMPION 0-125cc	
Bill Uzzell	Pen
MIDDLEWEIGHT CHAMPION 126-250	
John Bruch	Yam
HEAVYWEIGHT CHAMPION OVER 250	
Stan Hall	Hus
0-125 A	
Vern Petefish	Yam
Glen Smith	DKW
Thomas Drake	Hod
126=250 A	
Jim Simmons	Hus
Stan Rubotton	Hus
Ray Biesk	Yam
OPEN A	
Vern Street	Hus
Doyle Walker	Yam
Robert Caplinger	Kaw
SR	
Ed Sargent	Bul
James Clark	Suz
Glen Guyton	Yam
POWDER PUFF	
Lisa Clemens	Pen
Patricia Pandzik	Yam
0-100 B	
Chuck Glawe	Yam
Rick Beagle	Pen
Jim Letellier	Pen
101-125	
Jack Anciaeuz	Hon
Robert Powers	Hod
Jon Thurman	Yam
126-200	
Floyd Stretch	Kaw
Ernie Walker	Suz
Ron Hickam	Kaw
201-250	
Kenneth Kreigh	Oss
William Vest	Hus
Al. Daugherty	Yam
251-400 B	
Edward Petitt	Yam
Arthur Helm	Yam
Jesse McCollum	Yam
401-OPEN B	
James Mitchell	Hus
Richard Selzak	Hus
Joe Slezak	Hus

INDOOR SHORT TRACK
NATIONAL CHAMPIONSHIP
Pittsburgh, Pennsylvania
Nov. 19, 1972

1. John Gennai	Bul
2. Ricky Hocking	Yam
3. Mike Kidd	Bul
4. Allen Kenyon	Bul
5. David Hansen	Suz
6. James Rawls	Bul
7. Patrick McCaul	Oss
8. Sam Ingram	Yam
9. Bart Markel	H-D
10. Jimmie Brooks	Bul

TOP TEN RIDERS TO DATE
American Indoor Championship Series

1. Ricky Hocking	270
2. John Gennai	230
3. David Hansen	180
4. Dave Aldana	100
5. Mike Kidd	100
6. Allen Kenyon	80
7. Patrick McCaul	80
8. Steven Foster	60
9. James Foley	50
10. James Rawls	50

please turn from page 13

Internationals or we're going to look pretty silly to the rest of the world and we don't look too good to 'em as it is.

Still District 37, courtesy of Ron Sloan and other Board members drafted a little safety valve into our supplementary rule book we call "Catch-22". We can change any rule if it is to the advantage of motorcycling. Then too, the District only allows four Grands Prix a year and sometimes we don't even get those as they're a bear to put on, so we're not overdoing the use of the name. Still, I hope that other organizations don't go using fancy terms for what is just an ordinary racing event.

Three hundred Novices scrampering across the desert shouldn't be called a Grand Prix but the Barstow-to-Vegas Hare and Hound is a Classic and so's the Greenhorn, so it'll be interesting to see what happens.

At Hopetown, we availed ourselves of the Sidehack Association's redoubtable Penguin, alias Mike Partee, who likes to explain sidehack matters to dumkopfs like me. I was especially interested in the differences between the European hacks and ours. The one really big difference that intrued Penguin and all his cohorts was the fact the Europeans don't use a side step on the outside of the rig. They just let it all hang out and don't swing that leg over onto the step for certain turns.

I quietly got big Jan Jansen on one side and asked him what he truthfully thought of our guys. "They're brave," he said. How about the American hacks? "Some look like antiques," he said, with a little head shake but we explained what kind of events our hackers ride and that most of them build their own rigs. It's purely an Amateur sport. I bet our visitors would have a flat fit if they saw some of our guys tearing across the desert!

Television was up to giving dirt riders a black eye again last evening. In an enchanting picture about gargoyles starring Cornel Wilde there were some lovely bit in the script. I guess the media figures it's kicked the chopper set around for a while, now they'll pick on us.

This little tale showed some scene of bikes helping out in a search party with the most beautifully loud soundtrack of ringding noises we've heard in many a moon. All this on Channel 2, which is CBS. I wonder if who ever wrote that screenplay knows that CBS was giving one of it's own companies a kick in the head. I'm speaking of course about "Cycle World" magazine.

Somewhere, some time we're going to see a script written that actually puts us in white hats for a change and after what we've been getting on TV lately I'm glad I went to see "On Any Sunday" again the other evening!

scramblin' around

Gambit

Continued from page 14

representative and quite easily. That's a mind blower.

Here's another interesting fact. It's commonly believed that motorcyclists are basically apolitical. But we put together this effort with just two of District 37's 60 or 70 clubs. It happened that there were three of us with some political experience. John's worked with the Democratic party for a number of years. Marv was a fireman and was involved in the civil rights struggle within the fire department. I had managed the campaign for a candidate for District Attorney four years ago and been involved in a few other campaigns. Statistically it's impossible that our experience is unique. There must be at least 100 motorcyclists in the Los Angeles area with some political experience.

Even more important, there were about 25 motorcyclists who helped in this effort. They gave several hours of time or some money and did so for a candidate that most knew would probably lose. These guys and gals weren't apolitical.

Let's shift scenes for a moment. Back in the spring of this year the AMA launched a program called Political Frontiers. They advertised it well and got a fairly good group of people to come down to the Ramada Inn for an organizational meeting. And that was the end. The AMA has since spent a fair amount of money (our money, incidentally) supporting President Nixon. They were probably instrumental in getting some press and industry people on a free trip to Washington, and they managed to get a bunch of signatures on petitions by cleverly disguising the intent of the petition. But as far as getting people — motorcyclists — involved, they were so bad they made McGovern's effort look like a landslide.

I would guess that among motorcyclists Republicans outnumber Democrats at least three to one. Yet who among you was approached by a motorcyclist and asked to vote for President Nixon? Has anyone received anything in the way of flyers, letters, phone calls or whatever? The answer is obvious. Political Frontiers died — at least in California — right there on the floor of the Ramada Inn.

What went wrong with that effort? Well, to begin with, it was dishonest. People were brought together for a supposedly non-partisan meeting and then were given a strong pitch for a partisan candidate. The effect on Democrats was immedately strongly antagonistic, naturally, but I suspect that honest Republicans were probably turned off as well. No one likes a dishonest approach even on issues or people they favor.

What wasn't dishonest was condescending. There were people there with experience who could have done some effective political organizing, had they been given something real to work on. But they were given a junior high school civics class lesson in idealistic electoral politics. When you walked out of that room there was nowhere to go. So the people went home and wrote it off as a wasted evening.

One thing that seems obvious to me is that motorcyclists will not work for, or even vote for, a candidate strictly on the basis of his position on motorcycles. There are too many other and more important issues. Sure, the candidate's position on motorcycles is important. It's a focal point. And since there are a great number of candidates, and many of them are good people, there's no reason to work for a guy who's antagonistic toward bikes, or disinterested in our problems. But he has to be a good guy, a guy able to inspire others to work for him on the bigger issues first and foremost.

To make the point even more emphatic, I'm sure that none of the people who worked on the McGovern project with me would have worked for President Nixon if he had won a gold medal in the ISDT. And I'm equally certain that Ron Sloan wouldn't have worked for McGovern if he had won the Barstow to Vegas race.

Now here's an interesting thing: As motorcyclists it doesn't matter much whom we work for. No matter which presidential candidate won in this last election he would have had a reason to be grateful to some motorcyclists. Does that mean I'm happy that Nixon was elected, or that since he was elected that I will support him? Nope. I despise the man. But I'm glad for the sake of motorcycling that, since he was elected, the AMA did something for him.

Now let's extend that a bit. We motorcyclists are individuals with different sets of principles and beliefs. During the months and years to come we will vote for different people. Sometimes we will be winners, sometimes losers. But if we help the candidates that we believe in, no matter who's elected we'll have some friends in Sacramento and Washington. And that's where I think the AMA made their biggest mistake. If they launched Political Frontiers as a true non-partisan effort, with the idea of encouraging cyclists to get into politics on the basis of sincere and important beliefs, we might have had quite a number of people in the capitals of these states and the county offices with a reason to be grateful to us. Next week we'll take a look at what the Political Frontiers should have been. There are more elections coming up.

In the meantime, if any of you out there are friends of McGovern who wish you had done a bit more in the campaign, you might send a few bucks to Robie Clausen. He's still about $150 in the hole. Make checks out to John Clausen Jr. and mail them to me care of Cycle News.

THE VERY LAST CHANCE

Got a call from Duane Martin of the CEA the other day. It seems that after their super tough tour through the rock pile last year the riders this year are staying away in droves. "Don't be scared," says Duane, "We've relented. This year's course is beautiful. It's not a family-type enduro but it will be easy enough to be enjoyable." With all the rain, the riding in the desert should be beautiful for the next couple months. The course will be up in the Rand Mountains where there are some very interesting trails. And it's your last chance to ride a National Championship for a long, long time. See the Calendar for information.

Monkey to Vegas

by Ed Drechsler

LAS VEGAS, NEV., Nov. 25, 1972 — For the first time in the history of the Barstow-to-Vegas Hare 'N' Hound, Sidehacks finished in Las Vegas. Dave Davis and Fred Acevedo on a Honda hack came the 150 miles to gather a class win, a bottle of champagne and a rain check on a finisher pin.

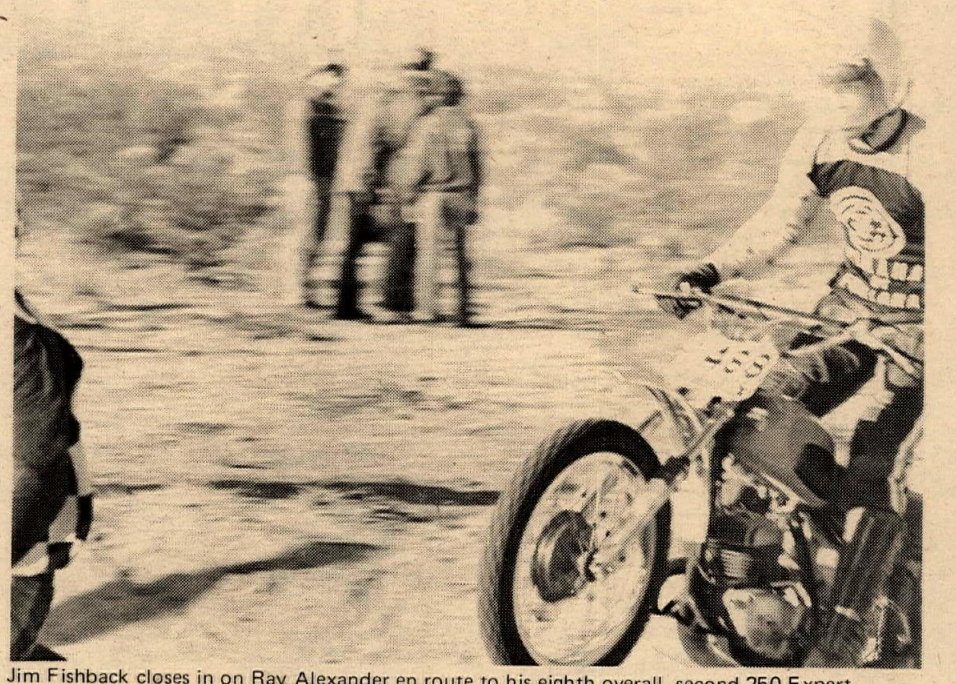
Sixteen hacks started the race 15 minutes after the Amateur/Expert start. They were told that as long as they left the gas pits before curfew, they could proceed. It was down to five hacks at Check Three, and all of them made it.

In second was the Arizona Sidehack Association Suzuki of Pete Wakel and Ron Jackson. Third was the 250 Ossa hack of Bill Zarenba and Craig Hampton (A recent hack rule change defines small bore as less than 500cc.) Fourth was the 360 Yamaha hack of John Monohan and his monkey Brian (Wasn't able to catch his last name). The fifth place went to Jerry Person and Pat Kelly (These guys didn't listen to Alice Rhea, and came to Vegas broke. Their pit crews were still sweeping the course and with no one to give them money, they had to actually ask for a beer).

Seventeen three-wheel dunecycles left the starting line. One actually made it to Check Two a half an hour after the curfew. Wonder what happened to the other 16?

The DiffBrake people were there getting prepared to pay contingencies. Among those who were actually using the product were the overall winner, Tom Smith, and first Amateur, Jack Orndoff. Quite a few riders will be getting their entry fees returned because they finished with one of the units in operation on their machine.

One of the helicopters flying around between the Start and Check One had "Big" Al Buck behind the lens of a camera. He was up there and everywhere else to get footage for a documentary on the sporting side of motorcycling.



Jim Fishback closes in on Ray Alexander en route to his eighth overall, second 250 Expert.

Politics and Money Seldom Clash

by Ed Drechsler

Three elements made this year's Barstow to 'Vegas Hare 'N Hound unique. First was the absence of J.N. Roberts who is still recuperating from "domesting injuries" as the British put it. Second was the absence of the bad winds that usually start the night before the race. The third element was the presence of Bureau of Land Management personnel.

To my knowledge, this is the first large event held in the desert under the new rules. It very well could have been a lost weekend for 2,500 riders and their estimated 7,500 support crew members. It was reported that the much needed permission to hold the race was finally secured from the BLM only a week prior to the start of the race.

What would have happened if the San Gabriel Valley M.C. was unable to secure the liability insurance that was demanded by the BLM? Some said that the race would be held anyway, the start to be triggered by the accidental knocking over of the starting banner. Others said that the race would be held with legal action against the principles to be taken by the BLM at their leisure (they have been known to play this game). Still others said that the BLM would resort to the use of force. We were all wrong.

It has been learned that the Highway Patrol had contingent plans to seal the off ramps between Barstow and Las Vegas; a simple plan requiring the absolute minimum number of personal and insuring the maximum effectiveness. You can't hold a race if nobody is allowed to get off the Freeway now can you?

As it was, this plan or any other was not necessary because of one free-thinking insurance agency, the Goldware Insurance Agency, 7101 Magnolia, Riverside, Calif.

This agency was located by the Norco Little League who had talked them into insuring their 60 mile Family Enduro at Soggy Dry Lake to be held December 10, 1972.

You see, the Norco Little League also has to work under the same rules as the San Gabriel Valley M.C. To secure permission for their enduro, they presented evidence of insurance. Until this time, not one agency could or would bid on the Barstow to 'Vegas. There was simply no data to base figures on. To make a long story short, the BLM passed this info on to the SGVMC and the race was on.

OK, they got permission, but now the hassles, right? Wrong! The club members reported they they had maximum cooperation from the three agencies involved, San Bernardino County Sheriff, California Highway Patrol and the BLM. Help started with rerouting the race off all private lands for insurance reasons (thats why the new starting line). The field was held to 2,500 in an effort to collect much needed data for future races. The CHP provided much needed traffic control to help pit crews get from pit to pit. They were observed from time to time looking the other way as a race entered bike was ridden across the freeway overpass. (They were also observed citing a pair of riders Friday night for being on the paved road with no lights etc.) At no time was anyone needlessly hassled.

It does appear that the BLM indeed wants people to use the desert, as evidenced by their attitude this weekend. From the urgency of their help, it appears that this attitude also reflects that of the people in Sacramento. I believe I shall wait and see.

TT SCRAMBLES
Perris, Calif.
Nov. 4, 1972
by Elaine Jones

PEE WEE
Ronnie Hattendorf Hon
Scott Stabolito Hon
Richard Jones Hon

MINIBIKE A
Joey Perrott Kaw
David Jones Hon
Randy Bennett Hon

MINICYCLE A
Chuck Perrott Suz
Randy Bennett Ind
Don Swindle Yam

100 NOV I
John Erickson Kaw
Greg Scroggins Kaw
Carl McCauley Hon

100 NOV II
Jeff Miller H-D
Greg Kelso Yam
Walter Hall Hon
Debbie McGregor Yam

100-125 A/E
Vern Maxwell Bul
Rex Hailey Bul
Eric Engen Yam

125 NOV
Bill Dell Yam
Randy Doyle Yam
Ricky Hart Yam

175-200 A/E
Willie Hardin Suz
Gary White Bul
Scott Flint Bri

175-200 NOV
Miles Strickland Oss
Mike Thayer Yam
Terry Pruitt Bul

250 NOV I
Bill Fulton Bul
Don Boon Suz
Norm Blake Yam

250 NOV II
Mike Beck Oss
Bob Byars Yam
Ken Fuller Bul

250 AM
John Lowe Bul
Frank Schnetz Bul
Bob Graves Bul

250 EX
Dennis Creason Bul
Rex Hailey Bul
Mark Reichert Yam

NOV MOTO I
Bob Herrick CZ
Ken Norris Hon
Bill Mitre Suz

NOV MOTO II
R. G. Stone Mai
Chuck Perrault Suz
Jim Johnson Yam

A/E MOTO
Doug Mason Mai
Paul Lambert Yam
Mike DuBont Kaw

AME MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Nov. 24, 1972
by Tom Corley

BIG BORE
J. Fackler + Dan Radlauer
Jim Ratzloff + Bob Jenkens
Eddie + John Sanchez

SMALL BORE
Mike Gibson Pen
Toby Taki Pen
Tony Roger Hod
Tom Devore Ric
Jeff Osborn Yam
Robert Elliott Pen

SHORT TRACK & HALF-MILE
Corona, Calif.
Nov. 15, 1972
by Elaine Jones

PEE WEE
Ronnie Hattendorf Hon
Adam Oller Hon
Richard Jones Hon

MINIBIKE A
Scott Stabolito Hon
Tim Sween Cat
Barry Kimbrough Hon

MINICYCLE A
Dave Kerr Ind
Randy Bennett Ind
Jeff Wright Ind

MINICYCLE B
Pat Richmond Kaw
Brent Alumbaugh Yam
Don Van Tassel Yam

SHORT TRACK
100 NOV I
Rick Naymola Yam
Zack Barrett Hod
Debbi Jones Kaw

100 NOV II
Rick Younger Yam
Jim Summers Yam
Eddy San Roman Yam

100 EX
Vince Mead Kaw
Brian Haycock Kaw
Troy Fisher Kaw

125 EX
Randy Bailey Yam
Steve Okuda Yam
Tom Doty Hon

125 NOV
Dave Williams Yam
Tony Wooton Bul
Rick Lee Yam

175-200 NOV
Chelle Blythe Suz
John Shipley Suz
Tony Linane Bul

175-200 A/E
Chas Soderstrom Oss
Jim Wright Bul
Gary White Bul

250 NOV
Brian Garcia Yam
Jim Schnell Oss
Don Remp Oss

250 AM
Mike Bumgarner Suz
Dan Garcia Oss
Bob Graves Bul

250 EX
Tim Holm Oss
Tim McCool Yam
Gary White Bul

OPEN NOV
Jim Johnson Yam
Ken Norris Hon
Jerry Renner Suz

OPEN EX
Mike DuBont Kaw
Richard Gino Yam
Bob Gorenfeld Tri

HALF-MILE
100 AM
Pat Shea Kaw
Mark Roos Kaw
Randy Monroe Kaw

100 EX
Troy Fisher Kaw
Vince Mead Kaw
Brian Haycock Kaw

125 EX
Randy Bailey Yam
Tom Doty Hon

250 AM
Mike Bungarner Suz
Bob Graves Bul
Steve Robb Yam

250 EX
Ray Martin Yam
Tim McCool Yam
Tim Holmes Oss

OPEN A/E
Gary Kauffeld Yam
Wayne LaCounte Bul
Dick Gino Yam

BARSTOW-TO-VEGAS HARE & HOUND
Nov. 25, 1972
by Alice Rhea
VERY UNOFFICIAL RESULTS

OVERALL
* Tom Smith Yam
* Tom Brooks DKW
A.C. Bakken Hus
Rolf Tibblin Hus
* Larry Pfutzenreuter Bul
Morris Norman Hus
Jerry Jones Bul
Jim Fishback CZ
Terry Davis Yam
Steve Staats Gre
Jerome Ruzicka AJS
Jim Sovie Kaw
Paul Crawford Hus
Hoyt Statham Yam
Dick Harris Hus
Jerry Kindsvogel AJS
Dick Vick Hus
**Jack Orndoff Yam
Nils Ussery Hus
Bill Fleming Bul
Max Wade Yam
**Bob Van Stee Bul
* First in class
**Amateurs, first in class

FIRST GIRL
Chris Fields

112 OVERALL
2nd TRAIL EX
Larry Roeseler Baj

NOV
*Mike Powers Mon
Thomas Grant Hus
*Jim Harwood Hus
Walt Morrison Suz
Ron McCamish Suz
*Mark Dunlogson Pen
Bob Ehorn DKW
Ron Frias Pud
Glenn Bowman Pud

TRAIL NOV
*Geoge Guiles Hod
Bob Kirker Hon
Robert Zamora Yam

SIDE HACKS
Don Davis/
Chieveto Hon
Pete Wekell/
Ron Jackson Suz
Bill Zarmeba/
Craig Hampton Oss

OPEN EX
Tom Smith Yam
A.C. Bakken Hus
Rolf Tibblin Hus

TRAIL EX
Cordis Brooks Hod
Larry Roeseler Baj
Pat Dailey Hod

175 AM
Neil Christman Puc

OPEN NOV
Jim Harwood Hus
Walt Morrison Suz

TRAIL NOV
George Guiles Hod
Bob Kiker Hon
Robert Zamora Yam

250 EX
Larry Pfutzenreuter Bul
Jim Fishback CZ
Jerome Ruzika AJS

OPEN AM
Jack Orndoff Yam

TRAIL AM
Chuck Cartledge Hod

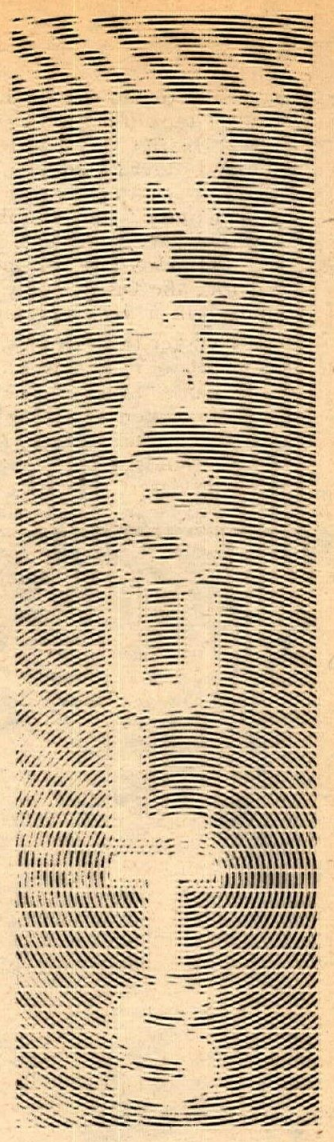
250 NOV
Mike Powers Mon
Thomas Grant Hus
Ron McCamish Suz

175 EX
Tom Brooks DKW
A.J. Kirker Yam
Jesse Goldberg Pen

250 AM
Bob Van Stee Bul
Jeff Kirk Yam
Jim Sumners Hus

175 NOV
Mark Dunlogson Pen
Bob Ehorn DKW
Ron Frias Pen

More Results on P. 39



RAWHIDE MOTOCROSS
Elsinore, Calif.
Nov. 26, 1972
by Tom Corley

100 BEG
Gary Denton Yam
Bill Harer Yam

125 BEG
Robert Baker Yam
Richard Smith Bul
Steve Marks Yam

MINIBIKES
Andy Sixbery Yam
Wayne Long Ind

250 BEG
Bill Cook Suz
Howard Willmon Hus
Clay Shampoe Suz

500 BEG
Joe Marks CZ

125 JR
Gary Tarvin Bul
Ken Mathis Bul

125 INT
Jack Hazard Bul

125 SR
Mike Pausell Pen

250 JR
Steve Carter Suz
Mike Cooper CZ
Thomas Leva —

250 INT
Richard Kastner Bul
John Atwood CZ
Ron Dugan Hus

250 SR
Richard Grafton CZ

500 JR
Jeff Szueber Hus
Steve Szueber CZ

500 SR
John Fackler CZ
Bob Cullinan CZ

500 INT
Ed Duncan CZ
Jerry Folstad CZ

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UNBREAKABLE PLASTIC FENDERS (matte) 20
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KONI SHOCKS (installed) 30
4.60 x 18 BAHUT SUPER TRACTION REAR TIRE 30
3.00 x 21 or 3.25 x 21 BAHUT FRONT TIRE 15
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COMPLETE FACTORY ENGINE O.H. TOOL KIT FREE
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Trophies for the Invaders Sept. 17 Hare 'N Hound may be picked up at the Dec. 10th Desert Knights race in the Invaders pits. San Fernando Valley residents can call (213) 766-5735 between 5-7 p.m. on weekdays for additional pick-up info.

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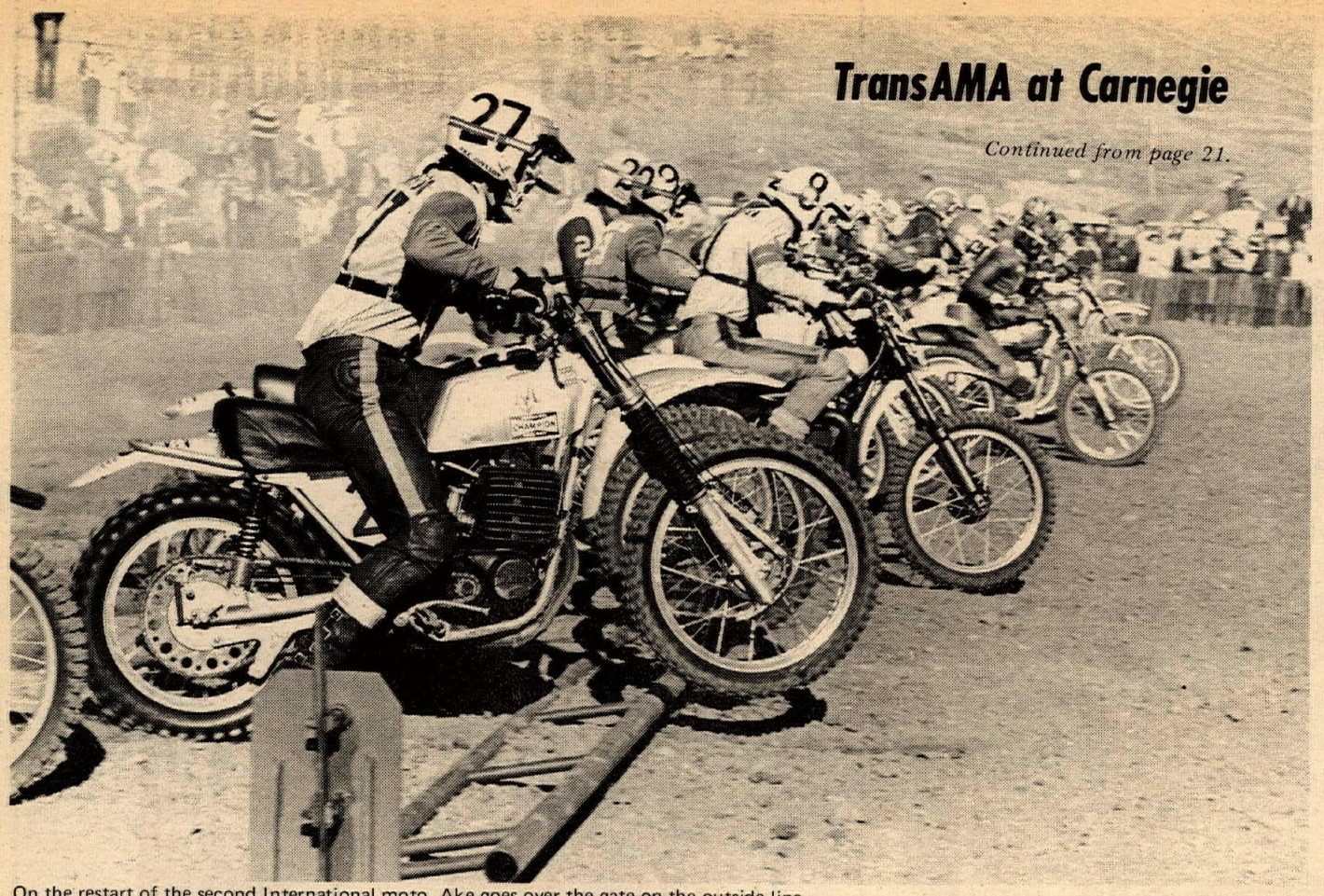
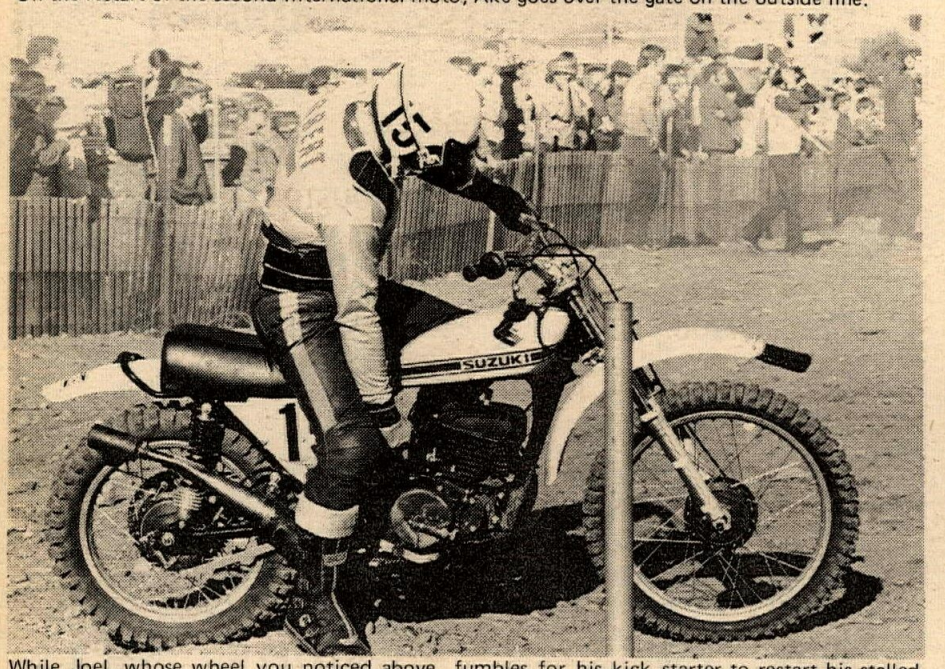
TransAMA at Carnegie

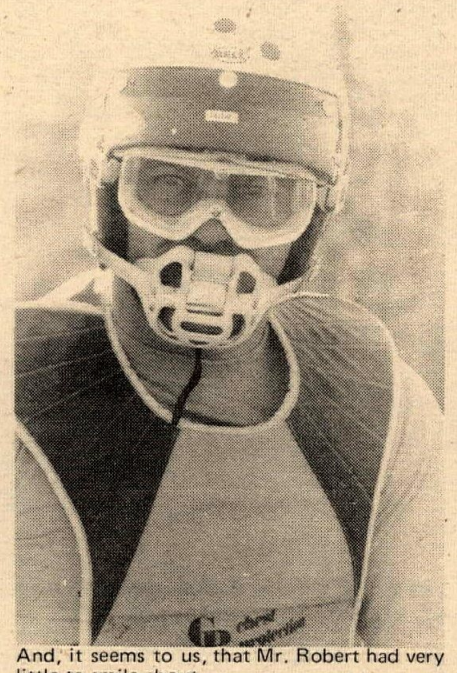
Continued from page 21.



On the restart of the second International moto, Ake goes over the gate on the outside line.



While Joel, whose wheel you noticed above, fumbles for his kick starter to restart his stalled engine.



And, it seems to us, that Mr. Robert had very little to smile about.

closed on him but it wasn't enough. Roger DeCoster seemed to slip back from the leading pair but still held third ahead of Lackey at the finish. Brad beat out the Czechs, getting by both of them with about ten minutes go go in the moto. Halm was looking pretty strong, however. DeCoster had two thirds; Lackey a sixth and a fourth; Takezawa, his most impressive ride.

American Maico rider Gary Chaplin got a hole shot in the third moto that had the crowd gasping. It was unbelievable. What was even more mind-boggling was that at the end of lap one, a revitalized DeCoster had gotten past Chaplin and was making his Suzuki go very fast, indeed. *"Do it, Roger. Oh boy, win it. He's the World Champion, you know," the guy informed me. "No kidding. Really?" He gave a strange look. Nobody likes a smart guy.*

While Roger was flying, Jonsson had already worked up to fourth after a very bad start. He seemed to slice by riders completely effortlessly. His lines were smooth and, for the most part, sedate-looking. The top Americans in the moto were Chaplin, Lackey and a strong-running Tripes.

Arne Kring, who had gone out with mechanicals in moto two, was dicing with Miroslav Halm for third. DeCoster and Jonsson were having their own race out in front. It was a really classic duel between the two best 500 class riders on earth. With about 10 minutes left in the moto, Ake made a dramatic in-the-air pass over the Start/Finish jump and the two continued to go at it in reverse order; Ake in front. Kring got in front of Halm and seemed to close on the pair but he was still about half a lap down.

Lackey was still coming but was a good ways back, about tenth. He moved up to ninth with about 10 minutes to go and that's where he finished as top American just ahead of Marty. Then came Gary Jones and Gary Chaplin,

Roger DeCoster and Ake Jonsson seemed to finish their race a long time before Arne Kring came down the hill to the finish straight. Halm assured his third overall by hanging on to the fourth spot. Jonsson had his eighth straight overall win in the 1972 TransAMA International Series.

When he went to find out about the awards presentation for that evening, Ake fell down the steps of the press trailer. He looked around with a big smile, sweating but not even breathing hard from the just-completed moto and said, "I stumbled against a chair in the hotel room, you know. I broke something in my toes. It is very painful." But it couldn't have hurt too bad as he was grinning widely. All the way to the pay table.

TRANSAMA CARNEGIE CYCLE PARK
Livermore, Calif. Nov. 26, 1972

500 INTERNATIONAL		250 SUPPORT	
Ake Jonsson	Mai	Peter Lamppu	Kaw
Roger DeCoster	Suz	Gary Semics	Hus
Miroslav Halm	CZ	Greg Robertson	CZ
Brad Lackey	Kaw	Dave Longcor	Bul
Jiri Churavy	CZ	Bob Grossi	Hus
Jaak Van Velthoven	Yam	John Dallaire	Mai
Bengt Aberg	Hus	Lee Miller	Mai
Marty Tripes	CZ	Buck Murphy	CZ
Gary Jones	Yam	John Franklin	Mai
Masaharu Takezawa	Kaw	Bill Snoey	Yam
Hans Maisch	Mai		
Pierre Karsmakers	Kaw		
Gary Chaplin	Mai		
Mike Runyard	CZ		
Andy Roberton	Hus		

Coexistence at Carnegie Cycle Park.

"Well, Mert, the reason I'm wired up this way is for the heating element in my electric wig." "Ah, so that's how they do it in motocross!"

PERRIS TT
Perris, Calif.
Nov. 11, 1972
by Elaine Jones
MINIBIKE
Scott Stabolito Hon
Joey Perrott Kaw
Randy Bennett Hon
MINICYCLE A
Chuck Perrott Suz
Randy Bennett Ind
Don Swindle Yam
MINICYCLE B
Steve Moore Yam
Frant Spangler Yam
Dan Kyzer Yam
100 NOV I
Rick Naymola Yam
Dean Buswell Kaw
Butch Smith Yam
100 NOV II
Walter Hall Hon
Debbie McGregor Yam
Robert Christ Suz
125 NOV I
Richard Beck DKW
Richard Kyzer Suz
Ken McBeth Yam
125 NOV II
Ricky Hart Yam
Mike Thayer Yam
Conrad Weber CZ
125-175 A/E
Vern Maxwell Bul
Eric Engen Yam
Randy Smith Bul
175-200 NOV
Miles Strickland Oss
Edward Seilland Bul
Keith McAuley Suz
250 NOV I
Keith Moss Yam
Mike Beck Oss
Bob Byars Yam
250 NOV II
Bill Fulton Bul
Danny Jorelon Kaw
David Zeiders Hon
250 A/E
Dennis Creason Bul
Walt Foster Bul
Bob Graves Bul
NOV MOTO
Jimmy Johnson Yam
Bob Grant Yam
Jerry Renner Suz
A/E MOTO
Jack McCafferty Yam
Dennis Junker Yam
Bob Herrick CZ

CMC MOTOCROSS
Arroyo Park
Devore, Calif.
Nov. 26, 1972
by Buzz Baty
100 JR
Mike Kaeding Bul
Tom Ortiz Hod
Jon Powers Yam
125 JR
Brad Lynch Pen
Craig Spurney Mon
David Moates DKW
125 INT
Eric Jensen Mnk
Kelly Owen Pen
Rick Reinig Mnk
125 EX
Marty Smith Mnk
Gary Bevans Pen
Tim Lunde Bul
250 JR
Loren Hall CZ
Mark Blavet CZ
Bob Kaeding Mai
250 INT
Mike Yorba Bul
Allen Ortiz Mai
Rick Kaeding Mai
250 EX
Gaylon Mosier Mai
Randy Rodriquez CZ
Jon Derhammer CZ
500 JR
Cole Hastings Hus
Bryan Dodge Hus
Arte Dodge Hus
500 INT
Mark Samuelson Mai
Marty Moates Yam
Wayne Kirchner CZ
500 EX
Wayne Boyer CZ
Rick Brown Gre
Roland Rodriquez CZ

CMC MOTOCROSS
Lions Drag Strip
Wilmington, Calif.
Nov. 24, 1972
by Buzz Baty/Creative Images
100 JR
Craig Egerman Suz
David Roades Yam
Marc Cartwright Pen
125 JR
Mark Proctor Mnk
Sam Ayala Bul
Ron Kramer Yam
125 INT
Kelly Owen Pen
Stu Egli Bul
Rick Reinig Mnk
125 EX
Tim Hart Pen
Chuck Bower Pen
Sam Lopez Bul
250 JR
Marty Gresham Yam
Ken Kondos CZ
Joel Shedden Yam
250 INT
Rick Mercier Yam
Ellsworth Freeman Yam
Dave Haugh CZ
250 EX
Tim Hart Mai
Ron DeSoto CZ
Bill Payne Mai
500 JR
Bob Wainwright CZ
Jerry Beaman CZ
Louie Lima CZ
500 INT
Chris Allen CZ
James Cotten Mai
Derek McLeish Yam
500 EX
Bill Payne Mai
Ray Lopez Mai
Tim Hart Mai

INDOOR SHORT TRACK
Cloverdale, British Columbia
Nov. 11, 1972
SMALL WHEEL MINI
Kent Thompson Yam
Michael Eyre Yam
BIG WHEEL MINI
Mark Olsen Bul
Bob Rempel Hod
POWDER PUFF
Bernadette Hendrik Yam
Diane Langlois Yam
Bertha Greirson
125
Jon McCaffery Suz
Danny Amor Suz
Larry McKenzie Puc
250 "B" MAIN
Billy Matty Yam
Ken MacDonald Yam
Rick Sigurdson
250 "A" MAIN
Randy Scism Yam
George Leonard Suz
Steve Baker

W.S.M. MOTOCROSS
Muntz Cycle Park
Moorpark, Calif.
Nov. 12, 1972
MINICYCLE -10
David Ewing Yam
T. Hunnicutt Yam
MINICYCLE +11
S. Munger Yam
G. Heisser Yam
B. Lamberson Yam
100 BEG
T. Jordan Yam
K. Vreeke Yam
S. Stone Breaker Yam
100 JR
S. Rawson Yam
B. Summers Yam
M. Losta Haude Yam
125 BEG
J. Davis Yam
S. Hedding Yam
J. Lanzarone Yam
125 JR
E. Angle Yam
K. Post Yam
M. Milford Yam
250 BEG
J. Sue Bert Yam
D. Hambright Yam
E. Swan Yam
250 JR
J. Byrd Yam
K. Green Yam
B. Ridgeway Yam
OPEN BEG
G. Anderson Yam
C. Meraviglia Yam
OPEN JR
M. Miller Yam
M. Anderson Yam
T. Lanzarone Yam
250 SR
D. York Yam
R. Kershan Yam
R. Clark Yam
OPEN SR
R. Fortier Yam
R. Kershan Yam

W.S.M. MOTOCROSS
Muntz Cycle Park
Moorpark, Calif.
Nov. 19, 1972
by Mark Milford
Hod 100 -3
Mark Lang Yam
Yam Joe Howton Pen
Mon Trach Hrach Yam
Yam 100 +4
Craig Egerman Suz
Suz Foster Chase Suz
Puc Jim Tassani Yam
Yam MINICYCLES
Dave Ewing Yam
Yam MINICYCLES 11+
Hon Jim Cote Hon
Bul Shawn Munger Hon
Dave Treuthan Yam
Hon POWDER PUFF
Yam Jeannie Young CZ
Yam Lindy Moreland DKW
Lindy Kearney Yam
125 -3
John Allum Yam
Brad Guzzard Bul
Jeff Howton Pen
125 +4
Elliot Brainard DKW
Skip Reuter DKW
Mark Milford Yam
250 -3
Rory Miskimen Hus
Karl Luedking Kaw
Yam Ken McGowan Yam
Yam 250 +4
Chris Forbes Mai
Hon Richard Leonard CZ
Hon Bill Bledsoe CZ
Yam OPEN +4
Shorty Raudman CZ
Yam Tony Lanzarone Mai
Suz Robert Admire Hus
Kaw

Suz CRC MOTOCROSS
Yam Arroyo Cycle Park
Ric Nov. 19, 1972
by "The Shadow"
Yam MINIBIKES (11 and over)
Yam Jon Hewitt Hon
Yam Geoff Singer Hon
MINIBIKES (10 and under)
DKW Jeff Hewitt Hon
Pen Todd Gibboney Yam
Yam POWDER PUFF
Lynn Musgrove Hod
CZ 100 BEG
Oss Siegfrid Magenheim Hon
Hus Adolph Rodriguez Yam
Joe Filippi Hod
Ric 100 BEG, Under 16
CZ John Smoot Kaw
CZ Jackson Kistler Yam
Ken Black Hod
Mai 100 NOV
Hus Keith Meyer Ric
100 NOV, Under 16
Mai Richee Collins Yam
CZ Jeff McCarty Hon
Mai 125 BEG, Under 16
Mike Dannelley Pen
Suz Daniel Wade Jr. Yam
CZ Ernie Essen Mon
CZ 125 BEG
LeRoy Larson DKW
CZ Kenny Ryan Hon
CZ Tag Turner Yam
125 NOV
Tom Gildea Mon
George McMurray Bul
Kenneth Tekut Yam
125 NOV, Under 16
Cliff Lett Pen
Dennis Rose DKW
250 BEG
Fulton Tidwell Yam
Terry Weir Oss
Gilbert Gonzales Mai
250 BEG, Under 16
Scott Hegel Bul
Scott Mooneyham Hus
250 NOV
Richard Squire CZ
Gary Poppett Suz
Richard Montoya Bul
OPEN BEG
Keith Long Hus
Glenn Ferris Hus
Chuck George Hus
OPEN NOV
Kirk Long CZ
Steve Casagrande Hus
Tom Lathrop Yam
VETERANS (0-175)
Marshall Jennings DKW
Lou Mayers Mon
VETERANS (Open)
Gary Schooley Mai
INT
Leon Baird Hus
Lee Fabry Yam
SR (125)
Bob Hoover DKW
Shawn Huffman DKW
SR (250-Open)
Jim Hoover CZ
Rin Moore CZ
TEAM RACE (Open)
Steve Casagrande/Kevin Talbot

SPEEDWAY
Ascot Park
Gardena, Calif.
Nov. 24, 1972
by John Bethea/Creative Images
SCOTCH MAIN
Sonny Nutter Jaw
Mike Bast Jaw
Mike Konle Jaw
Mike Curuso Jaw
SCRATCH CONSOL
Guy Waterson Jaw
Dubb Ferrell Jaw
Robin Nicolaides Jaw
Keith Tennis Jaw
HANDICAP MAIN
Mike Konle Jaw
Mike Bast Jaw
Dubb Ferrell Jaw
Jim Gresham Jaw
Steve Gresham Jaw
Bill Cody Jaw
HANDICAP CONSOL
Sonny Nutter Jaw
Robin Nicolaides Jaw
Keith Tennis Jaw
Mike Mesozednik Jaw
Jim Ashworth Jaw
Mark Cherry Jaw

LAKE DOLORES MX
Lake Dolores, Calif.
Nov. 5, 1972
MINI
L. Trujillo
B. Mauk
S. Johnson
100 CLASS
L. Eide
L. Lawler
J. Trevizo
J. Petrotta
A. Clemens
125-175
M. Barnes
P. Noble
B. Darling
250 NOV
B. Tarvin
R. Brand
R. Palmer
250 & OPEN AM/EX
T. Hollis
D. Cheney-1st 250
L. Gattis
OPEN NOV
G. Willardson
T. Cooper
J. Clemens
BUDDY RACE
D. Cheney/
C. Schmitt

MOTOCROSS
San Manuel, Ariz.
Nov. 20, 1972
by Scott Schafer
MINIBIKE
SPOKE
Richard Varner Cha
Bruce Keir Hon
Pete Torres Ind
SOLID
Ricky Schmit Hon
100
Reid Sossong Hod
Mike Goodrich Ind
David Sparrold Suz
125 EX
George Daiber Pen
Mike Gilliland Puc
Wes Lunday Hod
125 NOV
Steve Whatmore Hus
Roger Lewis DKW
Mark Scott Yam
250 EX
Sam Redman Pen
Paul Lax Gre
250 NOV
Jeff Billotte Yam
Boyd Baker Hus
Bill Armstrong Yam
OPEN EX
Sam Redman Pen
Ivan Russell Suz
Richard Smith CZ
OPEN NOV
Mike Morrow Mai
Doug Black CZ
Ken Nixon Mai
BUDDY RACE
Sam and Paul Redman

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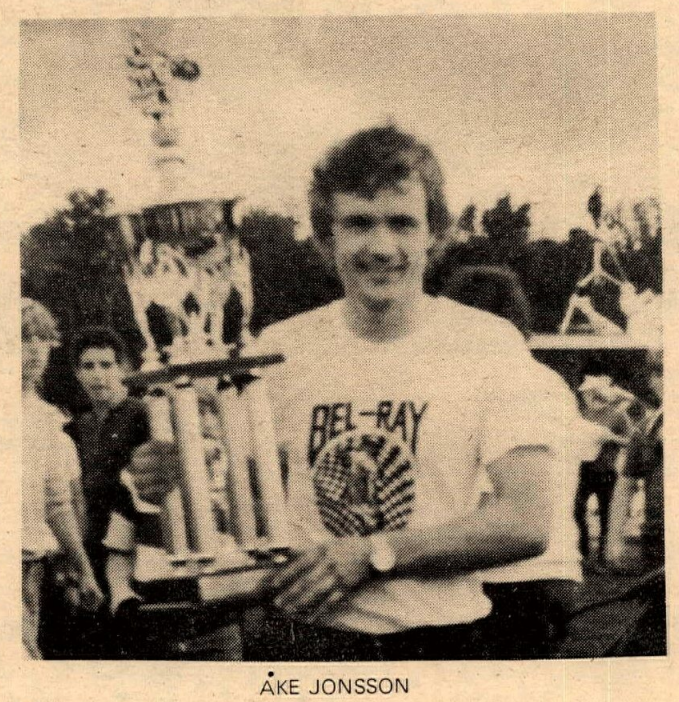

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ORLANDO ✓ PHOENIX ✓
SEATTLE ✓

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or at SADDLEBACK PARK, see:
JIM SHOTTON with the MAICO–BEL–RAY TEAM

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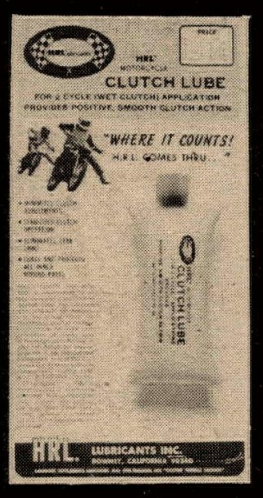

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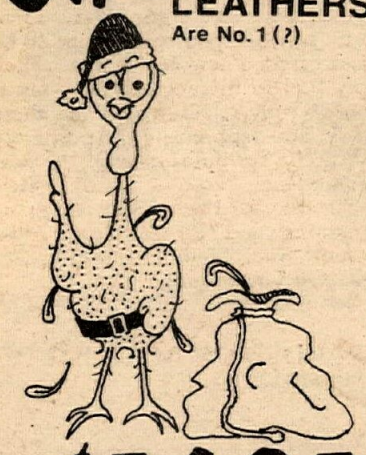
Are No. 1 (?)



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  NEW! Kid's sizes: 24, 26

Regular ~~$59.95~~ value

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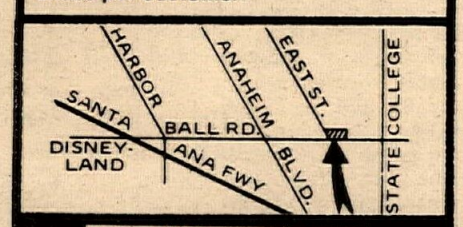

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John Gennai Takes Pittsburgh Indoor Championship

WESTERVILLE, OHIO, Nov. 19, 1972 – Novice John Gennai powered a 250 Bultaco past Ricky Hocking midway through the 20-lap main event here tonight to capture the Pittsburgh American Indoor Championship Race sanctioned by the American Motorcycle Association.

Hocking, also a Novice, won the first championship race earlier in the year at Oakland and the two California racers battled head-to-head in both the semi-final heat and the trophy dash with Gennai winning both.

Gennai picked up the winner's share of the $6,000 purse and moved into second place in the point standings while Hocking, aboard a Yamaha, remained the point leader with his second place finish. Mike Kidd of Hurst, Texas, was third at Pittsburgh.

The Pittsburgh event concluded a three-event weekend as the riders participated in events at Hershey, Pennsylvania, and Richmond, Virginia, the previous two nights.

The weekend's action also marked the first time an artificial track has been used indoors for the short track series.

Corona Dirt Track

by Elaine Jones
Photos by C. C. Wright

CORONA, CAL., Nov. 15, 1972 – It was Chelle Blythe's night to shine and that she did in the 175-200 Novice Short Track. To win a race overall it helps if you get to the line all three races. John Shipley, Chelle's biggest threat missed the first moto and although he won the next two it wasn't enough to take it away from her.

Little Rick Naymola proved it was no fluke, his winning the 100 Novice I Short Track, as he repeated his performance from last week topping Zack Barrett and the only other young lady on hand, Debbi Jones. Rick Younger won Division II from Jim Summers and Eddy San Roman.

Vince Mead continues to dominate the 100 Amateur-Experts in the Short Track but he lost his dominance of the Half-mile event to Troy Fisher. In the Short Track go Vince had three for three with no one able to get close enough to offer any real challenge. Brian Haycock who has found his way rather rapidly to the Expert ranks was second and Troy Fisher third. Troy had some very sweet revenge in the Half-mile go, neatly getting out on top while Vince was stuck in traffic. By the time Vince broke loose it was too late for anything but the second spot.

Randy Bailey picked up the firsts in both the 125 Expert Short Track and Half-mile running with the 100s but being scored separately.

Mike Bumgarner, a lad from St. Charles, Illinois, enjoyed the hospitality of Southern California so much that he took home trophies in both the 250 Amateur Short Track and Half-mile. Mike was aboard a far-out looking Suzuki with a custom paint job and a half. His tank was painted with a mountain scene, trees, sky and the whole shot.

In the 175-200 Amateur-Expert Short Track Gary White put the fear of God into Charles Soderstrom and Jim Wright not to mention himself as he broke out on top the first moto and stayed there. The shock must have been too much for him as he was content to stay in the background the next two motos and let Charles and Jim do their thing. Charles came out on top, Jim second and Gary third. Gary also picked up the third in the 250 Expert Short Track. Tim Holmes and Tim McCool went back and forth in this one with a tie going into the final round. It was Tim Holmes who got it all working for him the final go and led from beginning to end.

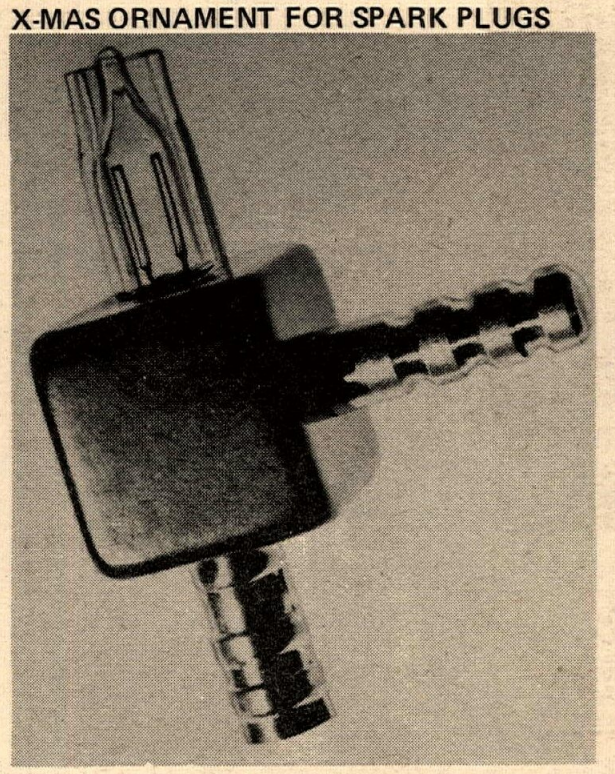
Jimmy Johnson, one of the Perris regulars, won the Novice Moto Short Track while Mike DuBont took the Expert honors.

Tim McCool again lost in a close one in the 250 Expert Half-mile. As he did in the Short Track he took it right down to the wire and it was Ray Martin who snatched it all away. Tim had some consolation as he did beat Tim Holes who had gotten him in the Short Track event.

The Open Half-mile was scored on the basis of two motos. An accident in the second heat caused it to be black flagged and it was never re-run. Winner on this basis were Gary Kauffeld, Wayne LaCounte and Richard Gino.

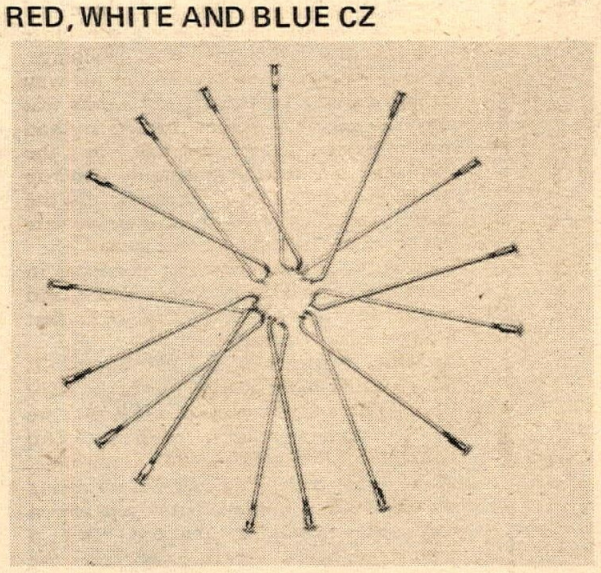
Gnu Products, Stough and Things (Tell them Cycle News Suckered You Into It)

X-MAS ORNAMENT FOR SPARK PLUGS



Secure Products Inc. has just introduced a timely device to be inserted in between your spark plug and spark plug wire. In the true tradition of the neon Christmas the "Sparky" lights up when electricity passes through the spark plug wire and spark plug. One of the neatest things about the "Sparky" is what happens when your bike starts to run bad. When you foul a spark plug all the sparks stop right in "Sparky" and the thing glows like Rudolph's nose. When the plug is loading up the thing flickers, very brightly. Only trouble is when your ignition system fails it goes out and leaves you no company. How unfriendly! All in all, in many respects, the "Sparky" is more or less a fantastic item. Somebody around here thinks you could troubleshoot your ignition system with it, but that sounds sort of far fetched. They're only $3.98 and great for the season, so write Secure Prods. Inc., Dept. Flash, 1001 Broadway, Suite 306, Seattle, Wash., 98122.

RED, WHITE AND BLUE CZ



"I been thinkin' you oughta do one of them new products things on these here CZ spokes, on account a da fact that I race around a bunch on my cycle and I never had a replace or even adjust um. Specially since I piston-ported my CZ. Them suckers are made a one of them new alloys and don't even weigh very much, and dey break less dan da commie items. For only fifteen little ones you can git em from, Grand Prix Cycles, 2450 El Camino, Santa Clara, Ca., 95051. I sure wish they'd git some for my 5.60-16 so I kin git some real traction on my CZ." – courtesy Managing Editor, Cycle News.

MOTORCYCLE INDUSTRY *Premier Issue*

News. Products & Trends

VOLUME 1 / NUMBER 1
NOVEMBER 1972

NEW PRODUCTS BOOK

Everybody needs a source (especially guys who write long books), and now, to your immeasurable benefit, we are disclosing ours. A bunch of people familiar to the mocycle industry, including Carol Sims Ashworth and footographer David Gooley have cooperated to produce "Motorcycle Industry." The magazine includes trends in the industry and specifically shows and explains products new to motorcycling. Hence; New Products.

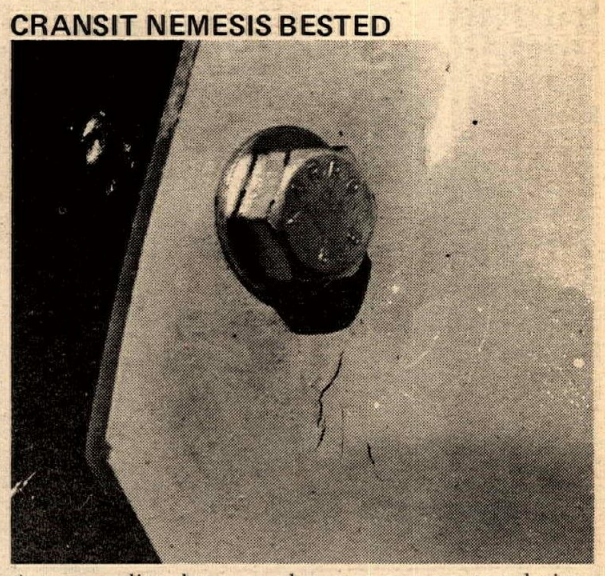
GOVERNMENT REGULATIONS SPUR NEW SAFETY CYCLE

Innovex and General Electric have come up with a new safety conscious cycle for public consumption. Innovative design has reduced tire, spoke, and rim difficulties to a bare minimum. They also claim that collision rate is drastically reduced. It's also ecological, as a new VALOX (T) 420 intermediate spur gear is employed for "quieter action." Further research is being carried out to cure a few initial problems with heart failure in some riders.

FOG OFF MARTHA FLETCHER

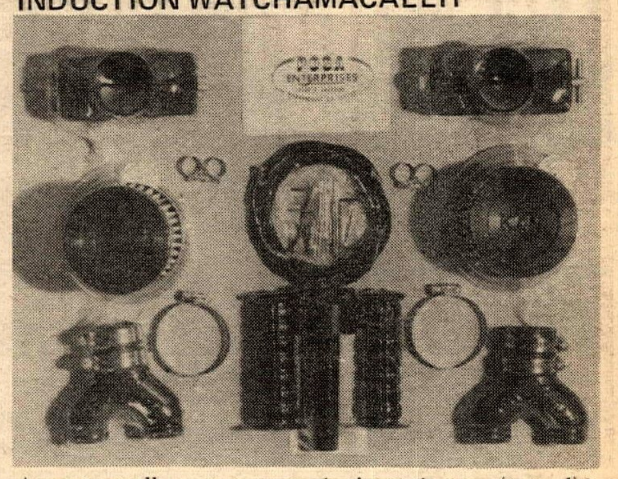
Imagine being an astronaut, where you have to sit for days breathing into the same face shield and without a hand to wipe it off. Clear Vision Industries developed a solution for NASA to prevent fogging and inhibit the accumulation of dust and dirt. We tried to get them to guarantee that it would stop face shields from getting dusty in the Barstow to Vegas Hare and Hound, but they wouldn't do it. In any event you can get it in five or one gallon spray drums and additionally in one quart, one pint, eight ounce and 1¼ ounce sizes. Dealers contact: Clear Vision, Dept. See, Box 814, Blackwood, N.J. 08012.

CRANSIT NEMESIS BESTED



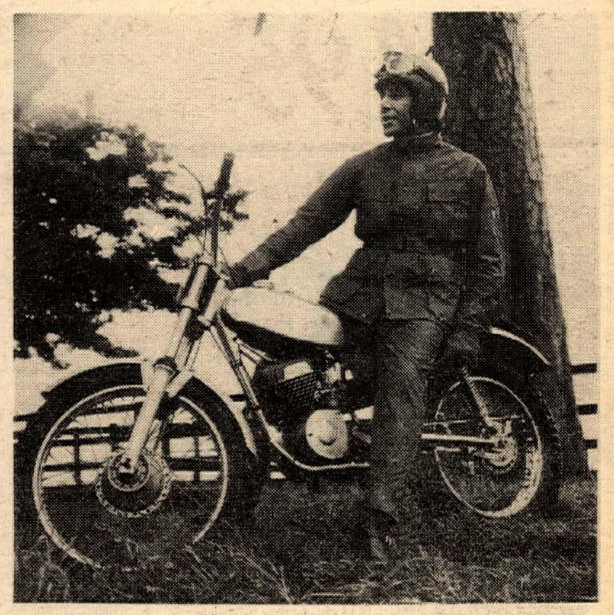
As we predicted two weeks ago, your greatest desires have been fulfilled with the introduction of a new heavy-duty, lightweight, rust-resistant, non-porous, omni-phase valenced, sand-cast, polyabilene, trademarked, CRANSIT HOUSING. Due to the controversial nature of CRANSITS, details have been withheld pending investigation by the Food and Drug Administration. Release should be in about two weeks.

INDUCTION WATCHAMACALLIT



Are you really sure your engine's getting gas (gassed)? Did you ever lean over and take a good look down that carb throat to be sure? If you really want to be sure, Posa Enterprises offers a new device which they guarantee will supply fuel to the engine. They say it will boost performance and reliability. While these additional benefits are appreciated, positively actuated fuel has got to be the innovation of the year in induction engineering. Posa's handy little implement is now available for Harley Sportsters, big Honda Fours, Triumphs and BSAs. Write: Posa Enterprises, Inc., Dept. Sue, 7530 E. Jackson St., Paramount, Ca., 90723, if you're sure.

HAP JONES EXPANDED ON ACCOUNT OF RAIN



Hap Jones Distributing has expanded their line of Belstaff all weather suits to include the "Trailmaster Professional" (above), the "XL500" and the "Two-fifty." These bloody things are harder than a 500 Yamaha to find and Hap Jones will be happy to help you find your local dealer. Write: Hap Jones Dist., Dept. Rain, Box 3068, San Francisco, Ca. 94119.

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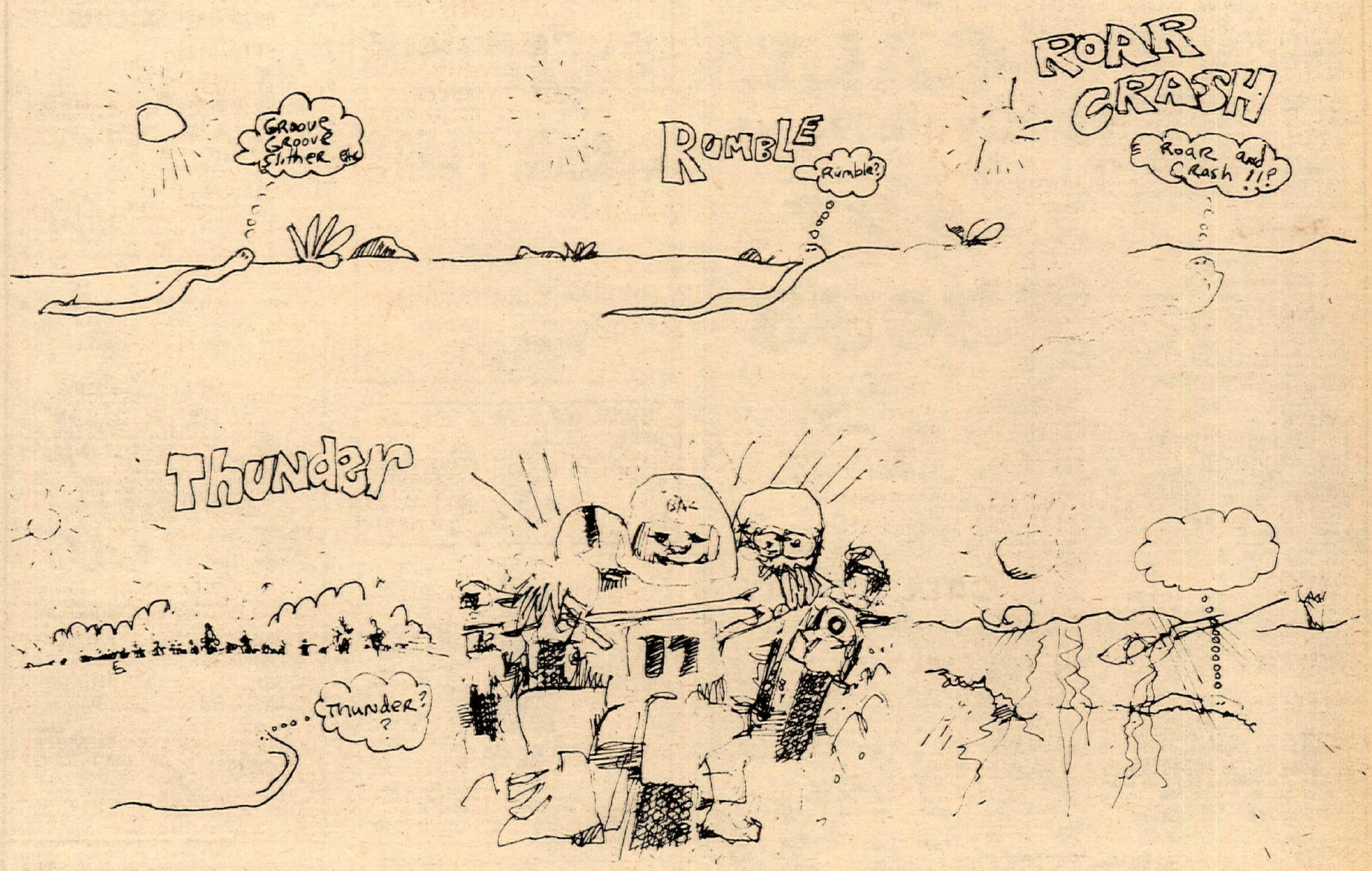
M.X. SNAKE by Steve Schiff



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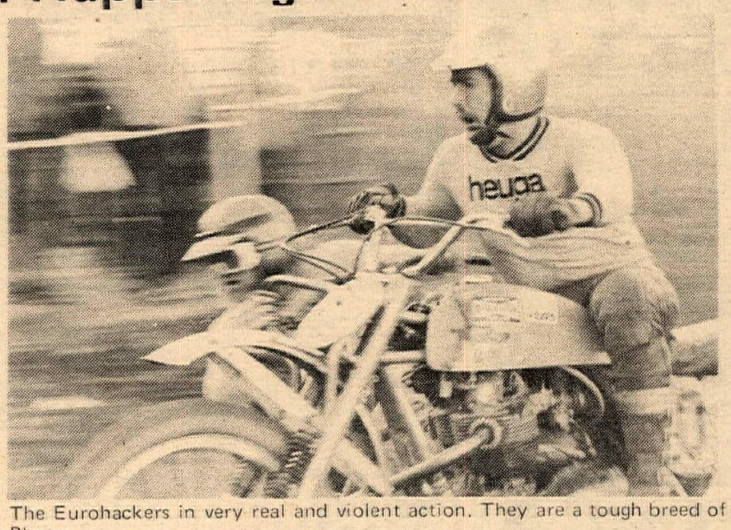

The Eurohackers in very real and violent action. They are a tough breed of cat. — Art Friedman Photo.

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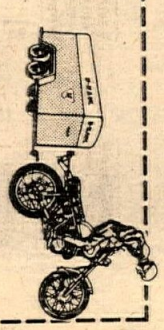

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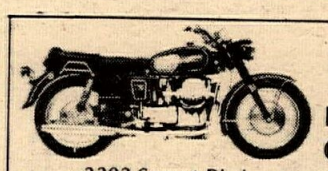
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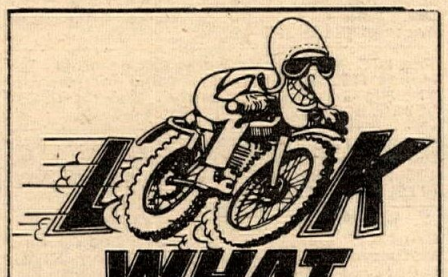
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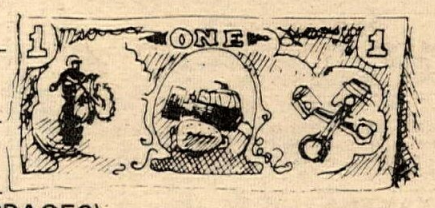

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'72 YAMAHA 175 ENDURO. Excellent condition, under warranty, $575.00 or best offer. 21" wheel and knobby for 125 or 175 Yamaha, like new, $50.00. (714) 646-0834.

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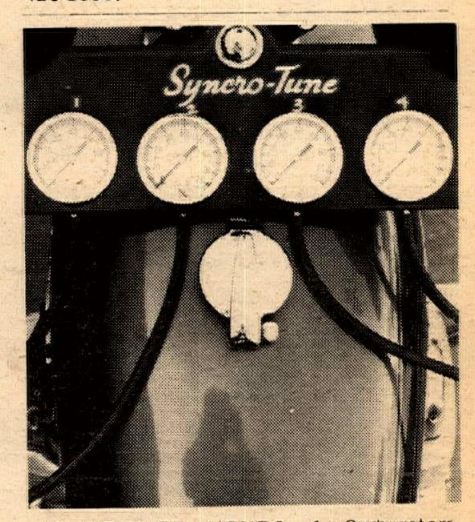

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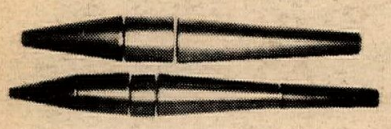

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Super fast, clean, and dependable. A handler too! Perfect condition, Curnutts, Akronts, approx. 500 miles, must sell now!!! $550/offer, a sacrifice. (213) 638-4589.

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CANADIAN MANUFACTURER requires agent to handle race proven line of motocross leathers, gloves & etc. and custom tailored street leathers. Person involved with MX racing preferred. Canadian principle will be in L.A. area week of Dec. 4 for interviews. Write Cycle News, P.O. Box 498-O, Long Beach, Calif. 90801.

1971 YAMAHA 360, Konis, lowered, Flanders, many extras, make offer. (714) 630-1243.

FLYING LESSONS EXPENSE
Need to sell all but a hard core of my motocycle toys. Montesa Cappra 360 desert-TT. 650 Tri. TT. 650 Tri. street. Yamaha TD-1 road racer. Montesa 175 Enduro. Tri. 500 chopper, and more. Dick Brown (714) 645-1630 days.

"69" BULTACO 360 EL MONTADERO. Very good shape, new pipe, new rear tire, fast and reliable, original owner. (213) 339-5289.

WEBCO HONDA 125 kit, like new, $59.95. (805) 725-0135.

XX LOW & LIGHT XX
'69 Yamaha DT1 dirt ready, lowered frame, P.P. fenders, Maguras. Recent rebore, Bailey pipe, all street stuff available, $400.00. Call (213) 375-8225 Torrance.

'71 YAMAHA 250 MX
Excellent condition, never raced, many extras, best offer. (213) 329-6257.

1970 250 HUSQVARNA
'70, MH series, excellent cond., looks great and runs the same. Little use on bike. It has the third back tire on it now. Extras, $550. (213) 255-8036.

1972 AJS
Motocross set up by Jack Malone and Stormers Ltd. Super, super, fast. Phone (714) 685-2320. ($900.00 or best offer.)

1970½ OSSA STILETTO — 175cc. New top end — excellent condition, extra equipment included. $500 firm. Call San Jose after 6:00 (408) 268-7665.

250 MAICO
Mint condition, Akronts, Suzuki front hub, new tires, unbreakable levers, Filtron, new sprocket, Girlings, Diamond chain, $550.00. (213) 249-3354.

RADIAL FIN 400 MAICO
Super condition, Akronts with heavy duty spokes, Yamaha front hub, plastic tank, aluminum chain guide and brake pedal. $1175.00. (213) 249-3354.

BULTACO 125 SHERPA
This 1970 bike has been used very little and is in perfect condition. Many extras are included, $450.00. (213) 964-4494.

YAMAHA 400 M-X FAST $595
Kit, Akronts, Betors, P&B forks, pre-mix, Filtron, custom paint, looks neat, plastic F.F., K&N bars, 21", knobs, very dependable. Call (415) 443-0854, Hurry.

'68 MONTESA LA CROSS
250cc, good condition, knobbies, Akronts, new carburetor. After 6:00 p.m. (213) 833-4102. $295.

SUPER BUYS
'71 Rickman Tri. 750 Routts barrels, Teflon pistons, ported & flowed by Al Gunter, Ard mag., Morse hy-vo chain, primary drive, ext. swing arm, Posa plate, new Barnett clutch, 34mm Mikuni carb, Curnutt shocks, Titanium bars, weighs 300 lbs. $2500 invested — sell for $1500. '70 1 TON SUPERVAN, mag. wheels, air cond., radio, heater, carpet, insulated, seats recovered, roof vents, special 20 coat red, white & blue paint — $2700.00. Near new TRI. 650 engine with Rickman 700cc 8 valve conversion, only 1400 miles, $550.00 incl. carbs. Jerry Dunivin, (714) 523-4293.

1970 MONTESA 360 G.P. 36 Mikuni, desert tank, Curnutts, skid plate, Akronts, new chamber, $550.00. Want '70-'71 Pursang Bultaco. (213) 962-4126.

'71 HUSQVARNA 250. 8-speed, very good condition, custom tank, Waters skid plate, bars, silencer, Filtron, $745.00. Also '70 HONDA Trail '70, good condition, $115.00. (209) 781-1546.

TWO FOR THE PRICE OF ONE
'71 Yamaha — Reed valve, porting, carb, Cerianis and '71 Harley Baja like new — Both for $650 or sell separately. (213) 425-5423.

'72 BSA 500 MX
Many extras, xlnt. condition, $800.00. Will take smaller bike in trade. (213) 894-4943.

'72 YAMAHA MX
'72 Yamaha MX 250. Never raced, excellent condition, $750.00. (213) 288-1487 or 284-3566.

'72 DKW MX, PORTED, stuffed crank, Eric Jensen pipe, plastic tank, Monark fenders. Must sell, asking $700. (213) 469-7087.

KAWASAKI BIG HORN
'71 Kawasaki Big Horn, 350 F5-A, mild street use only, 3700 miles, excellent condition, must sell, $750. (213) 393-1203.

'69 HARLEY SPRINT SS 350cc
Extra clean, low mileage, street, $575.00. (213) 833-7306.

HUSKY 250 1971¾
Late '71 Husky 250 in absolutely perfect condition. Bought new, have Filtron, skid plate, tool kit and manual. Used as play bike only, $795 B/O. (714) 673-2339.

YAMAHA METISSE
1970 DT-1 Enduro engine, Akront rims, Betor shocks, custom paint. Only 20 hours use since build, $500. (714) 998-1147.

1968 YAMAHA 80cc dirt or street, elect. starter. (714) 774-0702.

'72 HUSQVARNA , 250
$900. Excl. condition. (213) 874-8320 or 573-5840 — X275.

1971 PUCH 125. RACE READY, new top end, 5 speed trans, cables, extra tank, bars, (2) exp. chambers, $450.00. Phone (213) 463-6207.

CHRISTMAS SPECIAL
'69 Yamaha 250 Enduro. Dirt bike with Gyt kit, expansion chamber, new knobbies, many extras. Dirt ready, $375.00 or best offer. (714) 523-3673.

1972 BULTACO 250 PURSANG. Never raced, excellent condition, many extras, a very special Bul. (213) 360-7754.

1972 450 HUSKY like new, some extras, $1200. (213) 842-5763.

1970 R5 YAMAHA 350
2800 mi. — ideal for street or production racer. Very fast, exc. cond., $450.00. (213) 766-7565 eves.

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SHOPPING?

LET BAZ DO IT FOR YOU!

It's THAT time of year again. Everybody is getting in the gift giving mood, and Bazooka Pete is no exception. So here's what he's gonna do. Baz has it on good authority that the price of Cycle News is going up to 50 cents per issue starting December 20th. That means if you buy every issue in 1973, you'll end up paying $25 for Cycle News. Baz doesn't want to see you spend all that money when you can SAVE money by acting now. Between now and January 1st, 1973, your new one-year subscription to Cycle News costs only $9. That means you SAVE...uh...lessee...borrow from the 2...uh...$16! WOW! That's a lot of money! Just think what you can do with $16. You can buy your Grandma that paisley shawl to keep warm her poor old bones. Tiny Tim can have his operation and you can get a new set of plugs for your CZ. OR you can take half of that $16 and have a Cycle News GIFT subscription sent to somebody on your list (Are ya kiddin'?). No, friends, we're not kidding. Between now and January 1, 1973 when you buy your new one-year Cycle News subscription for the money-saving price of $9, you can purchase a second one-year GIFT subscription for only $8! Gosh! That means you're saving...uh...er...carry the 4...ah...A WHOLE LOT OF MONEY! But you must act NOW, before the publisher finds out what Bazooka Pete is doing. Just fill out the coupon below and mail it. We'll send your giftee a foxy little card announcing his good fortune and you'll both receive Cycle News by mail for a year. This offer is void in Mossy Bark, Kentucky, and the Thousand Islands.

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☐ HUMBUG! Here's $9. Just send me one year of Cycle News and forget the gift.

☐ HOTDOG! Here's $9 + $8 ($17). Send me Cycle News and a Gift Subscription to my friend.

☐ HAMBONE! This is a renewal.

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(You guessed it! We must have Gift Giver's Zip Code)

EAGLE

ROAD ATLANTA—OCT. 15

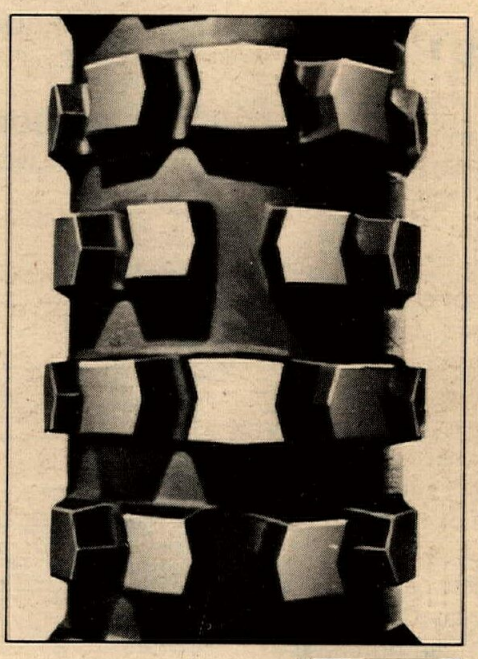
Bob Grossi wins 250cc Trans-AMA Moto-cross on Goodyear's new Eagle MX tire

The victor's champagne must have tasted mighty good to Bob Grossi.

He had to thread his team Husky through some of the thickest dust the sport has ever seen—not to mention a tough field of competitors—to take a 1st and 3rd in the two motos, and the overall win.

His winning tire: a Goodyear Eagle MX. The tire designed and built to win. With a super-tough rubber compound that has exceptional tear resistance — so the lugs keep their biting edge.

With 4 plies of Goodyear's unique Triple-Tempered nylon cord to take the bumps and jumps in stride.



The deep moto-grip lugs wrap right around the shoulder, to hold in the corners and dig you out fast —even in the red dust of Georgia. And they're spaced and contoured for rapid cleanout where the going's muddy.

Your Goodyear Motorcycle Tire Dealer has the Eagle MX in both 400-18 and 450-18 sizes. It may cost a little more than the imports, but it wins motos consistently. (Dealers: contact your Goodyear Motorcycle Tire Distributor about the new Eagle MX.)

GOODYEAR

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